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Model MILITARY INTERNATIONAL

Issue 55 - November 2010
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DIMINUTIVE FOX

Revell's small but perfectly formed 1:72 scale Fennek



Two Tamiya
Jeeps converted
to SAS gun trucks

GUN JEEPS OF THE DESERT RAIDERS

INSIDE: TASCA 1:35 M4A3E8 SHERMAN ■ ITALERI 1:35
ACHILLES ■ BRONCO 1:35 17PDR ■ AND MORE...

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55

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28



36



6



22



REGULARS

p 4 NEWS

What's new in the world of military modelling

p 52 SMALL SCALE

The latest releases in 1:72 and smaller

p 53 DIARY DATES

A listing of upcoming worldwide models shows and events

p 54 FIGURES

Reviewing the latest figures to hit the market

p 56 INCOMING

MMI's thoughts on the latest kits and accessories

p 58 1:48 SCALE

Luke Pitt explores 1:48 scale military models, figures and accessories

p 60 BOOK REVIEWS

A look at the latest titles on our doorstep

p 66 LAST POST

Late breaking news and ramblings from the Editor

FEATURES

p 6 THINK TANK

DESERT RAIDERS by Tobias Gibson

p 16 SAS JEEPS

Swash Design's 1:35 scale conversions of Tamiya's Jeeps by Marcus Nicholls

p 22 WAR AND PEACE 2010

Ade Pittman's report from Belting

p 26 PREVIEW

Tasca's 1:35 scale M4A3E8 Easy Eight by Brett Green

p 28 T-84 OPLT

Jim Wechsler does more than a little kitbashing to obtain this unique vehicle

p 34 PREVIEW

Italeri's 1:35 Achilles by Al Bowie

p 36 PANTHER DIORAMA

Tamiya's 1:35 scale kit in a railway setting by Matt Wellhouser

p 42 CAMOUFLAGE CORNER

Research and Colour Profile by William Marshall

p 44 FENNEK

Revell's 1:72 scale kit by Wayne Bowman

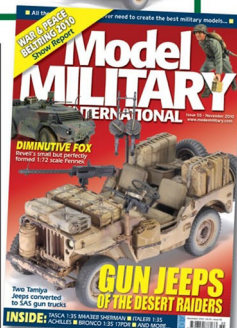
p 48 PREVIEW

Bronco's 1:35 17pdr by Graham Tetley

p 50 PREVIEW

Hobby Boss 1:35 T26E4 by Al Bowie

44



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Tel: (UK) 01525 222573

Fax: (UK) 01525 222574

Email: enquiries@modelmilitary.com

Address: ADH Publishing,

Doolittle Mill, Doolittle Lane,

Totterhoe, Bedfordshire, LU6 10X, UK

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TAMIYA NEW RELEASES

Tamiya will be releasing a 1:16 scale Full Option Radio Control Israeli Super Sherman in November. During the 1960s, the Israeli Ordnance Corps upgraded their aging Sherman tanks by equipping it with the powerful French 105mm CN-105-F1 tank gun. The gun barrel length was shortened by 1.5m to improve overall greater balance and a muzzle brake was also fitted to minimize the recoil effect. In 1967, during the Six-Day War, the Super Sherman found itself fighting against newer T-54/55 tanks as well as IS-3 tanks from Egyptian, Iraqi, and Syrian armies. The M-51's 105mm gun could take on these adversaries by using HEAT ammunition. After the war, these M-51 Super Shermans continued to serve with distinction until they were finally retired in the early 1980s.

Tamiya's 1:16 scale Super Sherman will feature a DMD Control Unit (T-08) and DMD Multi-Function Unit (MF-07) which enable turret rotation, gun elevation/depression, plus sound and vibration action.

The big 1/16 scale Leopard 1A4 is also tentatively scheduled for re-release in December as a static display model. This kit was first released as a radio control model in 1977 - doesn't time fly!

Tamiya has announced the November release of a 1:35 scale Finnish Sturm, a modified Sturmgeschütz III Ausf. G.

Just like the real thing, this model will be based on Tamiya's 1:35 scale Stug III Ausf. G, but will add the distinctive features of Finnish Stug's such as large concrete armour blocks. Log armour will also be included, as well as a BT machine gun, tools and spare tracks. A Finnish Commander figure and four marking options will round out the package.

On the figure front, Tamiya will release a set of 1:35 scale Russian Army assault infantry from about 1941-1942. This is the first time that Tamiya has released Russian infantry figures depicted with early WWII uniforms.

The set will offer five figures in different poses including a commander pointing his Tokarev pistol in the air, two soldiers in standing and kneeling positions, a soldier throwing a hand grenade, a soldier carrying a Degtyarv light machine gun plus parts to depict helmets, bags, small arms, as well as decals for lapel badges.

Finally, Tamiya will be re-boxing CMK's 1:35 scale German Panzerkampfwagen 35(t), with three marking options, a Commander figure and stowage moulded by Tamiya. This will also be released in November.



761st Tank Battalion "Black Panthers"



NEW FROM NWM 761st TANK BATTALION

New World Miniatures has announced the release of two 1:35 scale figures representing crew from the 761st Tank Battalion, the famous "Black Panthers".

These figures will be available online from New World Miniatures' website at www.newworldminiatures.com, and from specialist retailers worldwide.



ALL-NEW 1:35 BUSHMASTER CLOSE TO RELEASE

Here are some CAD photos of Showcase Models Australia's forthcoming 1:35 scale Bushmaster, and the actual box art painting that will appear on the cover. The painting is 90% complete, only needing some unit markings and final touches.

More details may be found on Showcase Models Australia's website www.showcasemodelsaustralia.com.au. The kit is due for release November.



First Blood The US 1st Armored Division In Tunisia

The next publication from Firefly Books - First Blood, The US 1st Armored Division In Tunisia - should be available in mid-October.

This book sees the return of Claude Gillingham who was responsible for The Panzers of Kasserine and The Hermann Goring Division in Sicily. There will be five pages of full colour illustrations and over 50 black and white archive photographs, together with Claude's text.

We will have a full review of this new book in a future issue of Model Military International magazine.



BEST CANADIAN SUBJECT AWARD AT IPMS USA NATS 2010

Although it is not a formal part of the competition, there is a long tradition of making an award to the best Canadian subject at the IPMS USA Nationals.

At Phoenix this year, the Best Canadian Subject was deemed to be none other than Model Military International regular contributor Jim Wechsler, with his Coyote LAV that appeared in Issue 51 of MMI.

Jim may be seen at the left of the photo, being presented his honorary tankard by Jamie Lego. Congratulations Jim!



1:32 MILITARY FIGURES IN A NEW PAINTABLE MATERIAL

A04710 British Infantry Support Set

Supporting the infantry is a vital role enabling them to continue fighting effectively and being able to become isolated in the confused battlefields they may be operating in. Use in conjunction with the standard WWII British Infantry this set comes with support troops and equipment as used in the battlefields of WWII.

A02709 Australian Infantry

The Australian Army fought in many theatres of WWII and this set depicts them in possibly their most challenging theatre of all, the jungles of South East Asia. They fought with great distinction and courage during WWII, and in the Far East they had many successes and victories against Japan, namely Milne Bay and Kokoda.

A02704 Russian Infantry

Following the invasion of the Soviet Union in the summer of 1941, the Russian Infantryman fought ferociously to defend 'Mother Russia' by using tactics quickly learnt in the field of battle. Once supported by better equipment and numbers of tanks they were ruthless and efficient in driving the German forces back across the previously conquered territories, eventually capturing Berlin in 1945.

A04713 German Mountain Troops

In the mountainous regions such as Norway and the Alps, the German Army became very adept at fighting using these specialist units, trained to be proficient on skis and use of other winter and mountain equipment. Mountain troops in the German army were armed with lighter weapons but carried more ammunition for manoeuvrability and sustainability.

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Not all Jeeps were painted in overall sand. A fully loaded SAS jeep with twin K guns sports a camouflage pattern of desert pink and light olive. American made fuel cans are painted Sand. Traditional head gear is worn instead of the flashy keffiyeh (shemagh). The camouflage pattern is speculative, based on written descriptions and is presented as an option for the modeller.

DESERT RAIDERS AND THEIR GUN JEEPS

Tobias Gibson examines the origins of the British Special Air Service and their unique adaptation of the humble Jeep.

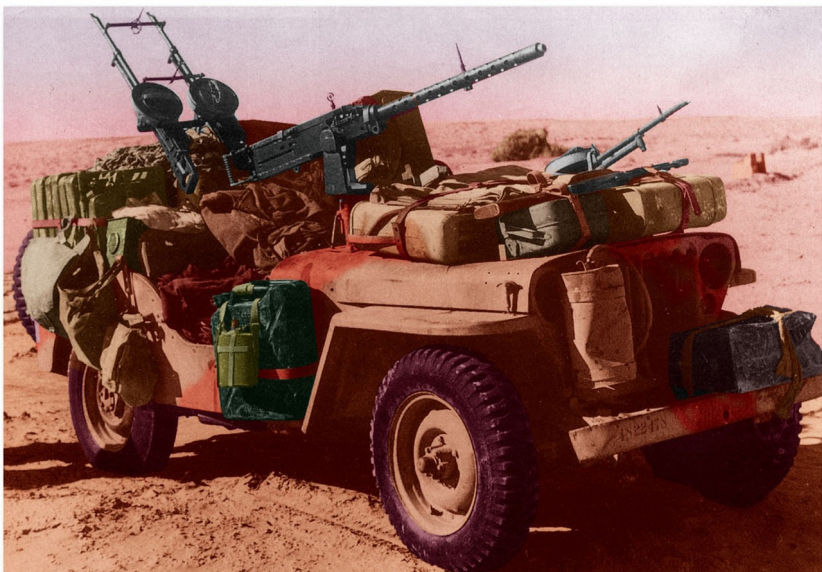
It was the middle of the night as the German twin engine bomber approached the airfield. As the engines droned overhead, the airfield became ablaze with lights to aid in its landing. At the same time, 36 men in 18 Jeeps hesitated about a mile from the airfield; worried that they had been spotted. The hesitation was quickly replaced with confidence. They had crossed several hundred miles of uncharted desert and were exactly where they needed to be. The signal was given and the Jeeps moved into attack formation. As the Jeeps reached the tarmac, 72 machineguns came to life; a few minutes later, the Jeeps

disappeared just as suddenly as they had appeared. The airfield was now a scene of terrified men running amongst the dead in an inferno of burning aircraft. It was late July 1942 and the SAS had just concluded its first planned Jeep raid.

The raid on the Aerodrome at Sidi Haneish (Landing Ground 102) is probably the most recognized example of the exploits of the Special Air Service (SAS) during World War II. The motto of the SAS, Who Dares Wins, is exemplified in this raid. Like most such events in history, the raid was not born in a vacuum. It came about through persistence, planning and chance.



Col Kennedy sits behind twin Vickers Gas Operated machine guns. The "Vickers K" fired between 900 and 1,200 rounds per minute. It was the standard vehicle mounted machine gun of the SAS and continued to be used even after World War II.



Broad stripes of red brown are used to break up the sand coloured background of this SAS Jeep. A front mounted American AN-M2 Browning machine gun replaces the usual twin Vickers. This was done on every third of fourth SAS Jeep. Twin Vickers Ks are mounted aft and a single K gun is provided for the driver. Careful examination of the aft mounted Vickers shows they are not in the center but actually behind the front passenger's seat. The Thompson is strapped to the bonnet mounted fuel cans. Note an oil can is mounted in place of one of the bonnet's fuel cans. There is no place in the back of the Jeep for a person to sit. The Crew's ball out kit is strapped all around the outside of the vehicle.



Sgt Hutchins of Y Patrol sits behind the wheel of an LRDG "Bantam" pilot car. While Americans called the Willys MB a Jeep most of the raiders referred to the Jeep as a "Bantam" until 1943. Note that the LRDG pilot car carries a lighter load than SAS gun Jeeps. Twin .303 Brownings from a light bomber are center mounted in the rear. These Brownings fired around 1100 rounds per minute. The Bantam is painted with a light green, sand and brown disruptive pattern over desert pink.



SAS commander, David Stirling poses with patrol commander, Lt. McDonald. McDonald wears the issued khaki coloured keffiyeh. The khaki pattern keffiyeh was initially issued to the Trans Jordan Frontier Force and adopted by Ralph Bagnold for the LRDG. It became standard issue to all the Desert Raiders. However, many of the raiders preferred their regulation headgear to the keffiyeh. The speculative camouflage pattern on the Jeep is based on Reg Stockings description, which is "pastel shades of pink, blue, green and yellow".



Think Tank - Desert Raiders and their Gun Jeeps

DOWNIZING THE RAIDING FORCE

David Stirling had been with Layforce, a raiding force comprised of several Commandos and commanded by, then Colonel, Robert Laycock. The force was assigned several possible missions only to have them aborted at the last minute. Eventually Layforce was given the mission to raid various coastal positions near the Litani River in Vichy occupied Syria. The raids took place on 9/10 June 1941. Stirling missed this action due to a parachuting accident. However, while he recuperated, he thought about what was wrong with the Commandos and what could be done to rectify the problem.

Stirling's major complaint was the size of a Commando. Commandos were large units

designed to conduct large raids. It was rare for a Commando to operate in forces smaller than a platoon. This led to a certain level of inflexibility and limited the ability of the unit. Stirling envisioned a much smaller force. His force would be comprised of four man teams capable of operating independently. Commandos primarily attacked coastal areas. Stirling wanted a unit that could attack deep behind enemy lines, quickly attack a target and then be extracted by other means. Initially Stirling proposed extractions could be done by the Long Range Desert Group (LRDG). Stirling's proposal was greeted with enthusiasm and he was immediately given permission to raise a force. The

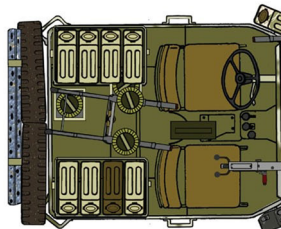
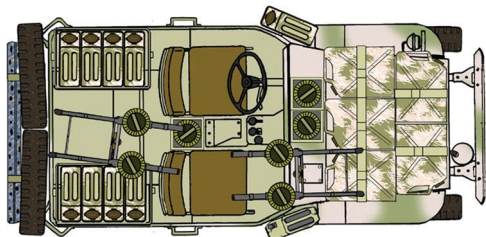
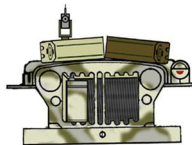
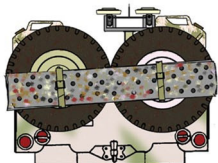
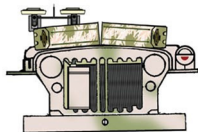
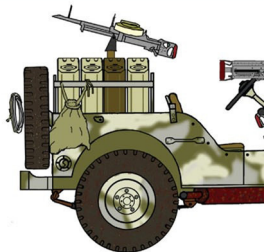
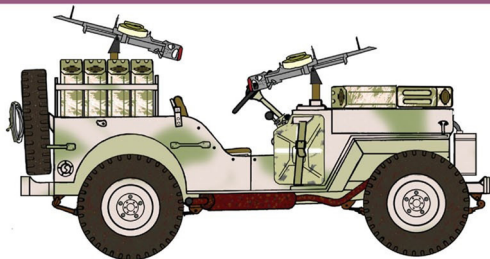
force became known as "L." Detachment, SAS Brigade.

At the same time Stirling was with Layforce, new vehicles were becoming available to Commonwealth forces. Around March 1941, the United States began providing vehicles to Britain via the Lend Lease program. Among the vehicles sent was a small 1/4 ton truck. The first of these 1/4 ton trucks to arrive in North Africa were Bantam BRC-40s. These were soon followed by Willys MA trucks. Officially known as Truck, 1/4 ton, 4x4, command reconnaissance, shortly after its initial trials the vehicle became known in America as the Jeep. However, when they first arrived in the Mediterranean, the vehicles were known as the Bantam or Willys Bantam by Commonwealth Forces.

EARLY SETBACK

At around the same time Jeeps were first arriving the SAS conducted its first mission. Stirling's original plan was to have the unit parachute close to their objectives, execute the raid and then withdraw on foot to a Rendezvous Point (RV) and be extracted by the LRDG. The unit's first mission went disastrously wrong due primarily to high winds at the drop zone causing most of the unit to be lost. Of the seven officers and 55 other ranks sent out on the two simultaneous patrols, only four officers and 18 other ranks made it back. None of the patrols reached their objectives.

The SAS survivors met up with LRDG after the fiasco for the long ride home. It was at this time



Contrary to popular belief, the SAS did not just paint their gun jeeps tan. They learned their camouflage methods from the LRDG. An SAS Original, Reg Seokings, described a typical camouflage scheme as a disruptive pattern of Pink and Light Olive. Other more elaborate patterns were also used.

that a proposal was made for the LRDG to not only extract the SAS patrols but also insert them. For the next several missions, the SAS used the LRDG "taxi service." The LRDG would drop the SAS patrols off near the intended sabotage location and then pick them up a few days later at an agreed upon RV. This method of deployment proved quite successful but it did have its drawbacks.

Unfortunately, The SAS and the LRDG had conflicting missions. The LRDG was an intelligence gathering unit that would stay for long periods in selected areas observing enemy movement. Having another unit in the same area committing acts of sabotage could and often would draw undue attention to the area and compromise the intelligence mission. This meant

the LRDG would either have to drop off the SAS in locations they were not operating in or risk discovery. Space requirements were also a matter of concern. LRDG trucks were often overloaded carrying their own supplies; carrying the supplies of saboteurs only increased the payload of the vehicles. It soon became obvious to both units that the SAS needed the ability to operate independently of the LRDG.

JEEP FOR THE SAS

In order to operate independently and thus be more successful; Stirling needed to find appropriate transportation. In June 1942, fifteen Jeeps became available and Stirling did not hesitate in acquiring them for his unit. By this time, all Jeeps being built had been

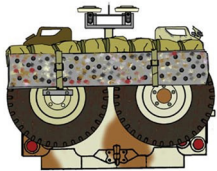
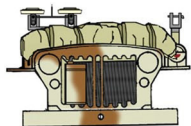
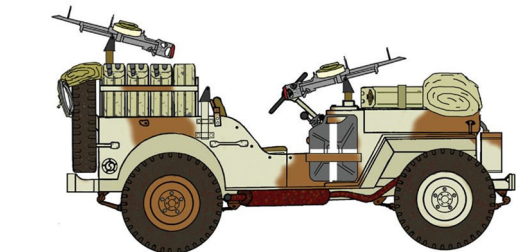
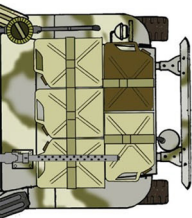
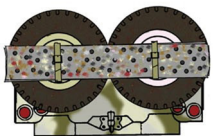
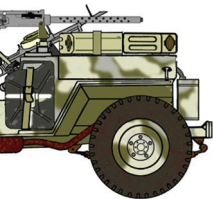
standardized as the Willys MB. The Jeeps were powered by a Willys designed L134 4 cylinder engine, commonly called the Go Devil. The engine produced a total of 60 HP (45 KW). This engine was mated to the I-84 manual transmission with the three forward and one reverse speeds. The transmission was linked to the I-18 transfer case which allowed the vehicle to operate in two wheel drive or four wheel drive.

Once Stirling had secured the Jeeps he proceeded to find weapons for the same. Unfortunately the British Army had nothing to spare. According to The Phantom Major, an unofficial biography on Stirling, he then approached the Royal Air Force. There he came upon some obsolete Vickers Gas Operated machine

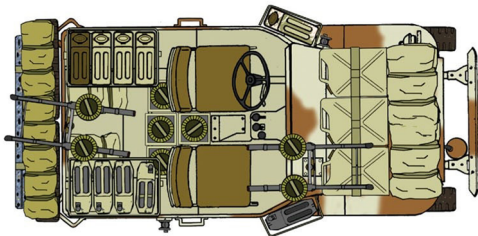
guns being removed from some light bombers. These machine guns are commonly known as the Vickers K or simply K guns. They were light-weight drum fed guns firing around 950 rounds per minute. Some sources credit Stirling with designing the entire SAS jeep but most credit should probably go to Reg Seekings, an SAS NCO. Seekings oversaw the creation of the twin mounts for K-Guns and also the placement of the mounts on the Jeeps. In fact most of the changes made to the Jeeps such as the location of the condenser, strengthening of leaf springs, removal of the back seat and the addition of gas can mountings was all done under Seekings close supervision.

Contrary to popular myths, the gun mounts were purposefully

LEFT: By 1943, The SAS was operating in Tunisia. The coastal region is covered with wadis and other areas filled with vegetation. These raiders have over-sprayed a recently arrived Olive Drab Jeep with Portland Stone and Light Sand creating a three tone pattern. One in every three or four SAS Jeeps was armed with an air-pattern .5 inch Browning. The gun was not as popular with the SAS as it was the LRDG.



RIGHT: Armed with Vickers K-guns, front and back, this Jeep also has two empty gun mounts available for single K-guns near the driver and passenger. The pattern is a simple disruptive pattern of Light Sand over-sprayed with broad Red-Brown stripes. American made fuel cans are the dominate container, despite a preference for German jerry cans.





Think Tank - Desert Raiders and their Gun Jeeps

arranged and were not left to the discretion of individual Jeep commanders. While the layout changed somewhat over time, the basic design was such that any SAS trooper could jump into any Jeep within his patrol in the middle of the night and operate the guns. The Jeeps were designed to operate with a three man crew.

Initially, the Jeeps were to be used strictly to transport the raiders from point A to point B. The raiders were still going to walk that last few miles to the objective and plant bombs on their targets. However during the very first raid employing Jeeps in July, 1942 Paddy Mayne, the SAS 2IC, became upset because he didn't have enough bombs to blow up all the planes on an airfield.

Stirling suggested that the two men return to the airfield and shoot up whatever was missed. Stirling went in his infamous blitz-buggy, (A Ford sedan modified to look like a German staff car) and Mayne's drove his Jeep. The entire attack was done on a whim but proved to be extremely successful. Before the dust settled from the attack, Stirling immediately began planning the first major Jeep raid involving up to 18 Jeeps.

WEAPONS AND EQUIPMENT

The original Jeeps were armed with two sets of K-guns. The first set was in front of the front passenger seat. The second set was pintle mounted in the back behind the passenger seat. The location was such that if the driver

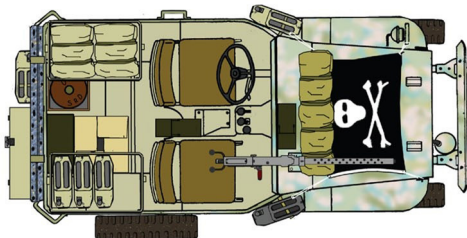
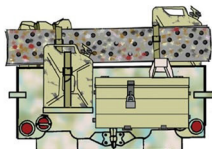
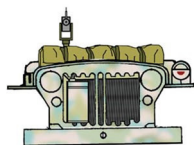
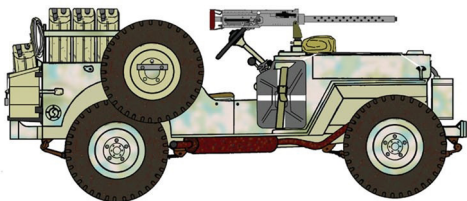
needed to reach it from his seat, he could. This location allowed for the rear gunner to shoot to both sides and to the front but unfortunately made firing directly to the rear more difficult. This problem would be addressed in later gun layouts.

Soon after the first Jeep raid, the layout was modified slightly. Typically a single K-gun was added to the driver's side of the Jeep in a fashion which allowed the driver to engage the enemy from his seat. On some instances this additional gun was located just behind the driver but more often the location was just behind the front fender. To add more punch to the patrols one of every three or four jeeps swapped the front pair of Vickers with a Browning AN-M2 air pattern .50 inch machine gun. This

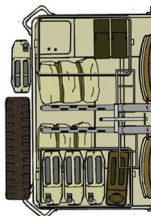
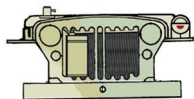
particular .50 caliber machinegun was met with mixed emotions by the SAS; its heavy caliber provided needed punch, but it was prone to jamming.

Each Jeep carried the crew's individual ball out (emergency) kit, 35 gallons of petrol, 40 gallons of water, 12 mines, and 20 days rations for two men. The SAS also used 3 ton trucks (3 tonners) which usually accompanied the Jeeps from friendly lines to their forward operating base. The 3 tonners carried spare parts for the Jeeps, additional petrol, water, medical supplies, ammunition and other supplies that were needed for long stays behind enemy lines.

The Jeeps often carried two rear mounted spare tires and up to 15 fuel cans filled with water or



LEFT: The Patrol commander of Y patrol has tied the patrol's flag to the bonnet of his Jeep, possibly to signal the WACO ZOC-7 biplane used by the unit for emergency re-supplies and medical evacuations. LRDG jeeps carried less than their SAS brethren and were more haphazard in the location of spare tyres. This jeep wears an elaborate camouflage scheme of Pink, Azuro Blue and Light Olive over a base of Canadian Sand. Note the exclusive use of German jerry cans. All the raiders preferred the German cans when they could get them.



RIGHT: Broad stripes of Canadian Sand and Light Olive cover the light sand basecoat on this LRDG Jeep. Typical of the LRDG, the Jeep's bonnet is void of fuel/water cans. The front machine gun mount is empty. Twin .303 Brownings (salvaged from a light bomber) are mounted aft as the crew is concerned about enemy aircraft. The SAS had a preference for K-guns, however the LRDG tended to experiment more and would use a wider variety of machine guns. The American water cans were stenciled with the word "water" and used a different filler cap than fuel cans.

petrol. The SAS like most desert raiders preferred the German made fuel cans (Jerry cans) over the American made copies but the American cans were normally easier to come by. British made filmstrips were avoided. Most of the Jeeps operated without a radio as they were hard to come by at this stage of the war. Sand channels were normally stowed on the back of the jeeps and nets normally stowed in the back cargo area.

Because water and petrol were carried in identical looking cans, some raiders adopted the German idea of marking water cans with a large white cross. However, the white cross could be confused with the Balkan cross used to identify German vehicles and so many crews simply wrote the word water

using black or white paint. By early 1942, America was making water cans with a completely different filling cap which lessened the likelihood of mixing up water and petrol cans. American water cans had a large flip cap and were lined whereas the fuel cans used a screw-on cap. American Cans were also stenciled in black with either the type of fuel at the bottom edge of the can or the word water near the top of the can.

Despite the use of 3 tonners to carry spare parts, ammunition and water, the Jeeps were cramped for space and it was impractical for a three man crew to travel long distances. Thus when moving cross-country to an objective the Jeeps normally carried just two men. In order to maximize

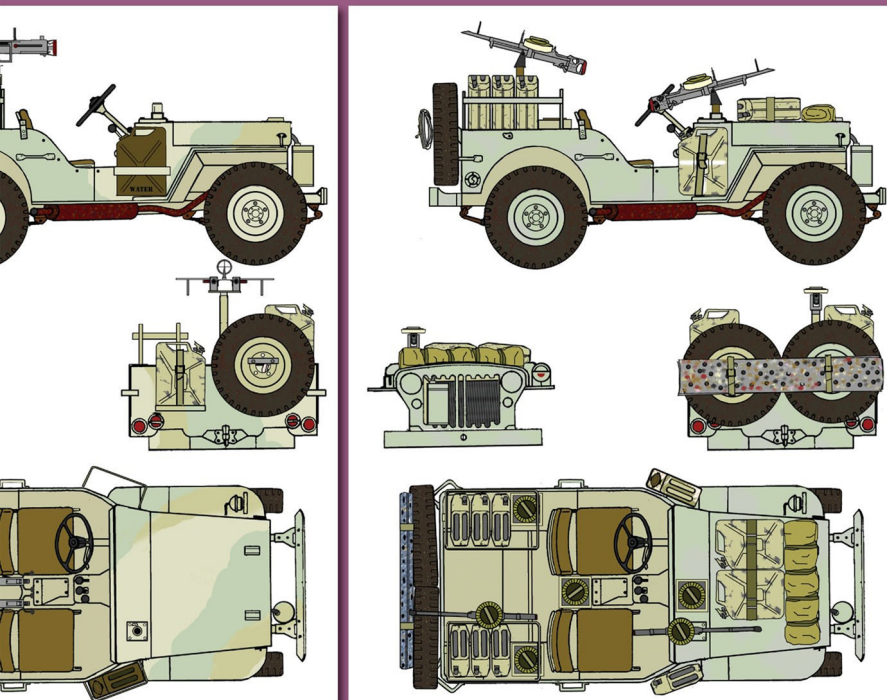
firepower the SAS would stop at an RV near the objective, refit some of the Jeeps for the raid and attack with three man crews. This meant a few Jeeps would remain at the RV which provided spare Jeeps in the event some were damaged during the raid.

For individual weapons one account says each Jeep was equipped with one SMLE rifle and one machine carbine. Most personal recollections and photograph show that the SAS carried the Thompson submachine gun. The Sten gun saw very limited operational use (if any) in North Africa and was not used by the SAS. For personal protection, a wide variety of pistols were used. Heavy caliber pistols such as the US M1911a1 and the M1917 Revolver

were popular. Both of these pistols used the same .45 ACP round used in the Tommy gun. The heavy caliber .455 Webley revolvers were preferred over the issued .380 Enfields. Unlike the LRDG, the SAS were more likely to use captured German weapons. The MP40 as well as the P08 Luger and Walther P38 appear in photos and are mentioned in many personal narratives as preferred personal weapons.

EXPLOITING THE SUCCESSSES

The initial success of the Jeep with the SAS was quickly exploited by other Special Services units. The LRDG saw the Jeep as a replacement for their Pilot Cars, a 15 CWT Chevrolet 1311X3 truck used by patrol commanders.



The Greek Sacred Squadron was composed of volunteers from Occupied Greece. The unit was attached to the SAS. There jeeps tended to be more lightly armed than those of their brethren. In this case two single K-guns are mounted. The camouflage pattern is Light Olive with a disruptive overspray of Portland Stone. Captured German jerry cans carry extra fuel. The white cross marks a water can.



Think Tank - Desert Raiders and their Gun Jeeps

(The LRDG accepted nine Jeeps about a week after the SAS first acquired Jeeps.) As more Jeeps became available each half patrol of the LRDG was provided with two Jeeps. The Jeeps replaced pilot car and the 30 CWT truck used by the 2IC or assistant patrol commander. This meant each half patrol had two Jeeps and four Chevrolet 1533X2 30 CWT trucks. The LRDG Jeeps were lightly armed compared to SAS Jeeps and often carried fewer stores. For instance, the LRDG rarely stored petrol cans on the engine bonnet. The LRDG employed a wider variety of weapons than the SAS including air pattern .303 and .50 caliber Browning machine guns in place of K guns... It was also more common for the LRDG to side mount a single spare tire than have two rear mounted spares. The first major use of Jeeps by the LRDG was during Operation Bigamy in September 1942. It is unclear if the LRDG used Jeeps in an unofficial capacity before these major raids.

Other units also adopted armed Jeeps for behind the lines operations. The Indian Long Range Squadron (ILRS) and No 1 Demolition Squadron (Popski's Private Army) had had a long history of operations with the LRDG. They typically outfitted their Jeeps as the LRDG did. The Greek Sacred Squadron normally operated with the SAS. Their Jeeps mounted two single K guns; one on a center pintle mount and one by the front passenger. With the exception of their armament, their Jeeps were normally outfitted in a similar fashion to the SAS.

SAS JEEP COLOURS

The principle colour for vehicles used in North Africa by Commonwealth Forces was BS381 No 61 Light Stone or Canadian Sand. This was flat dark yellow or tan colour. Many people assume SAS Jeeps were painted this colour however, eye-witness accounts hardly ever mention it. According to Seekings, "when it came to camouflage we got an idea from the LRDG. They had a very gaudy camouflage but it was very good." He goes on to say the Jeeps were painted in pastel shades of pink, blue, green and yellow." Other passages mention of fondness for "pale olive green and pink".

Several photographs of SAS Jeeps exist. Close examination of these photographs show that the Jeeps and even jerry cans were not one solid colour but often multiple colours. In some photographs the colours are contrasting, a light base coat with darker second colour. In other

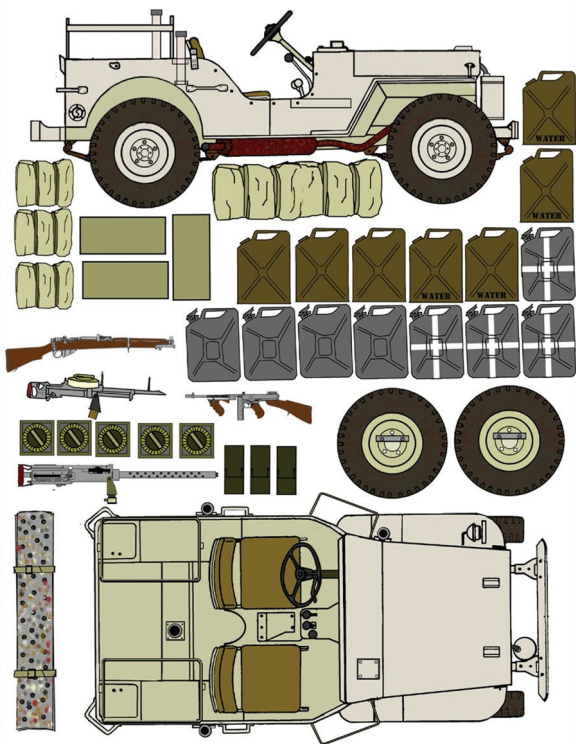
photographs there is a more subtle shift in the colours. This would be the case with black & white photographs of vehicles painted in various pastel shades. Thus the photographic evidence and the eye witness accounts suggest that the SAS, as well as other raiders did indeed paint their vehicles and the exposed equipment in fashions similar to the LRDG.

As the Desert Campaign came to end, the SAS had become a regimental strength unit. Unfortunately the founder of the unit, David Stirling had been captured on what was to be his last

desert raid. Stirling's 2IC, Paddy Mayne became commander. Their success in the desert almost led to their demise as a fighting unit. Short sighted commanders were unable to fathom a need for such highly specialized units. The SAS like all the desert raiders started looking for new mission for their elite units.

Fortunately the leaders of the desert raiders were more imaginative and were able to convince higher authorities of the need for specialized units. The Greek Sacred Squadron left North Africa for Aegean Sea

and eventually Greece; bringing their Jeeps with them. The LRDG turned in their vehicles and departed for the Aegean and Yugoslavia, training and fighting with partisans. Popski took his Jeeps and his Private Army to Italy and continued demolition work. Paddy Mayne became commander of the 1st Bn SAS. The battalion temporarily became the Special Raiding Squadron (SRS). After four successful amphibious raids in Sicily and Italy the unit reverted back to the 1st Bn SAS, reclaimed their Jeeps and prepared for actions in Northern France. ■



Shown is the basic load of the SAS Jeep. This includes 40 gallons of water, 35 gallons of petrol, 2 spare tyres, sand channels, machine guns, ammunition, personal gear for three men, rations for three men, a Thompson submachine gun, an SMLE, and camouflage nets. On top of this, would be a 'hail out' kit for each trooper, personal weapons, and mission critical equipment, such as Lewis Bombs, mines, etc.

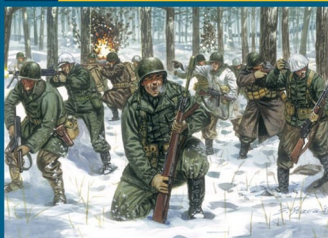
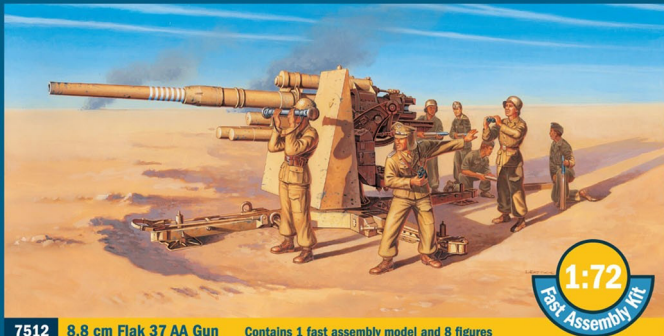
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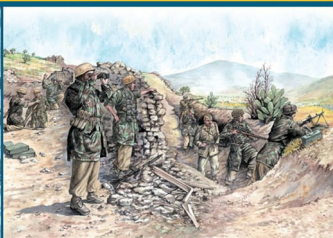
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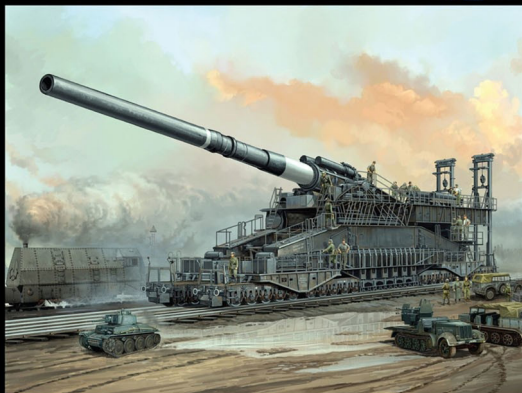
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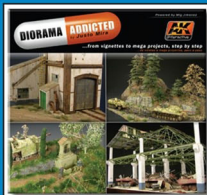
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Photo Feature - TAMIYA 1:35 WILLYS JEEP CONVERTED TO SAS DESERT RAIDER X2



GUN JEEPS OF THE DESERT RAIDERS

Marcus Nicholls builds not one, but two SAS Jeeps,
using Swash Design's superb conversion sets...



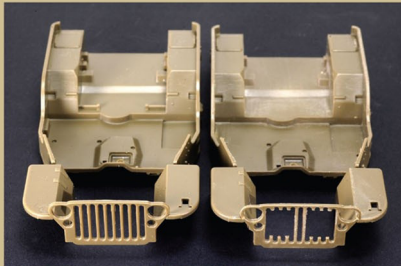
I have wanted to build one of the legendary SAS Gun Jeeps in 1:35 for quite literally years. I love the history behind these machines, their typically British, improvised modifications, the bristling weaponry and the scruffy, overloaded look. It's a testament to the toughness of this iconic, American-made general-purpose vehicle that they could take the abuse meted out to them by the Special Air Service in the north

African desert and keep on going, but in appearance at least, they did they start to look pretty beaten up; the sand-coloured paint chipped and flaked off, rust streaks built up and sandy dust started to gather in the foot wells; all grist to the modeller's mill.

Tamiya's 'new' 1:35 Jeep kit came out in 1997 and it instantly became the best kit of the vehicle available to the scale modeller in this scale. There have been various SAS Jeep conversions ►



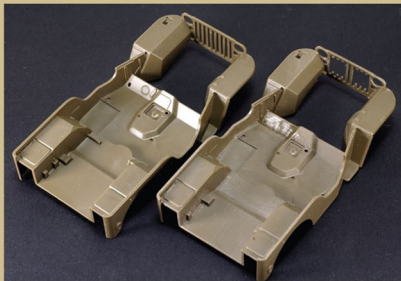
Here we see 'before and after' shots of the bodies – on the right we can see where the moulded-in pedals and gear-lever surround have been removed.



Here, the grille has been cut down but the hole for the side lamp not yet filled.



The small bracket in the rear of the body must be pared away and a new photo-etched part fitted.



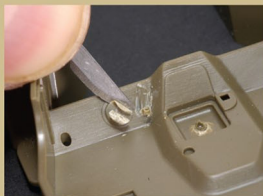
It doesn't take long to prepare the Jeep's bodysell in readiness for the new components.



Photo Feature - TAMIYA 1:35 WILLYS JEEP CONVERTED TO SAS DESERT RAIDER X2



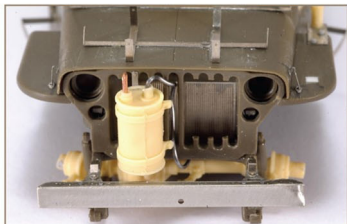
Using a small curved blade (Swann-Morton No.15C) the moulded-in pedals were carefully removed, making sure not to allow it to dig into the footwell panel.



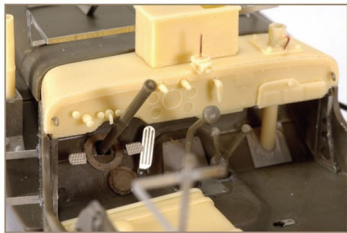
All the raised detail was pared away in readiness for the photo-etched parts, which are far more realistic.



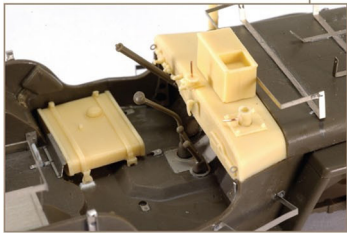
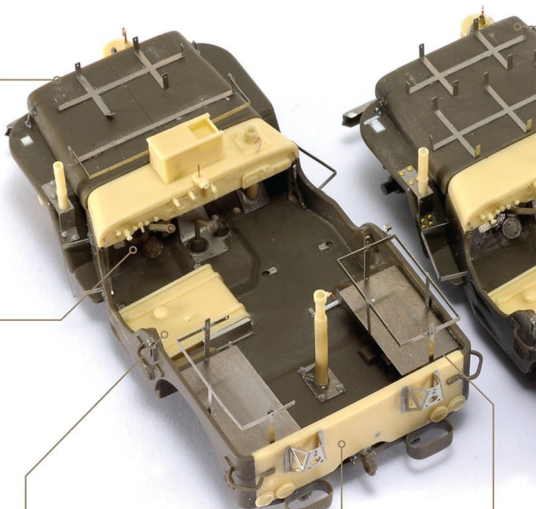
The hole for the side lamp was filled with plastic card and cyanoacrylate glue and the excess shaved off, then sanded flat.



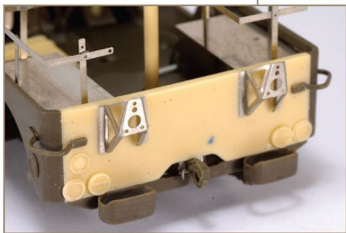
The Swash sets provide the characteristic water condensers that help to keep the engine from overheating in the hot deserts of north Africa. Note the replacement photo-etched metal bumper here - simulated damaged was added by the author.



Here we can see the new foot pedals and steering column base in photo-etched metal - it's clear to see how much of an improvement they are. The resin scuttle carries a new dashboard and the control knobs etc., and is a big improvement on the stock part.



A replacement resin fuel tank is supplied, carrying more refined detail than the kit part: it's a straight swap. The big box on the scuttle is the ammo hopper for the .50cal heavy MG.



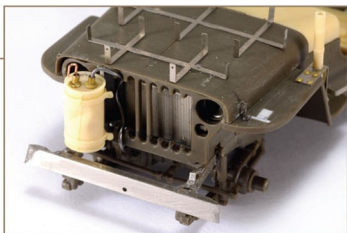
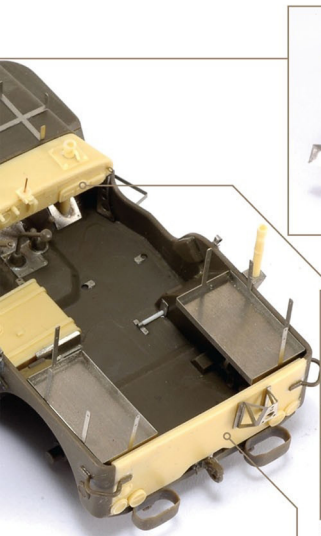
In each conversion set is a choice of two new rear panels in resin - one with two spare tyre brackets, the other with just one. The PE wheel brackets are a little tricky to fold into shape but really look good once painted/weathered.



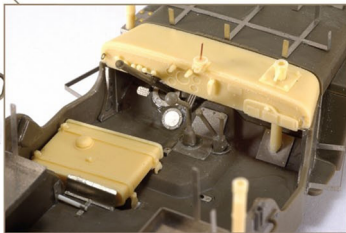
Small amounts of casting flash are present on some of the resin parts but this was swiftly dealt with using a sharp scalpel blade.



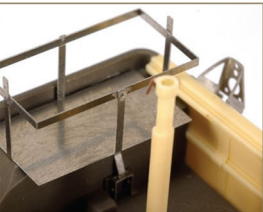
Here we see the bars of the grille being trimmed with Tamiya sidecutters to create the classic SAS look.



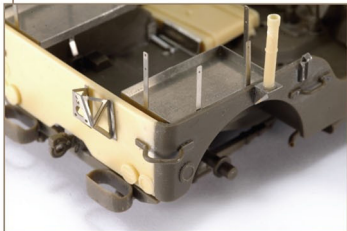
The pattern of the jerrycan frames that are mounted on the bonnet are slightly different between the two sets. Lead wire was used to form the hose that runs to the radiator, which itself gets a new front panel in PE.



The item on the top of the dashboard is a sun-compass and it needs fitting with a short length of wire. Other small fixtures and fittings on the cabin floor can be observed here.



The jerrycan frames are slightly different in the two sets from Swash, adding a little extra variety. The vertical resin pole is the support for a pair of Vickers K guns.



Several weapon mounts are included and diagrams of the various permutations are provided within the instructions. Note all SAS Gun Jeeps retained the grab-handles on the rear corners.

over the years but the ones that really inspired me to go ahead with the project are the two recent releases from Swash Model from Japan. The two sets are actually very similar in content, providing the modeller with parts to make the appropriate modifications to the chassis and bodywork, plentiful weaponry, a ton of stowage and of course, a pair of figures in each package. As the sets are similar, I'll describe them as one, then highlight the differences later.

WHAT'S IN THE BOX?

The 'physical' mods include resin castings for a new front axle and steering rack to allow for steered front wheels (the lack of which being the standard kit's only major point of criticism), a new scuttle with better dashboard detail and a hard-point for a weapons mount, a new fuel tank with improved detail and two replacement rear panels with single or double spare-tyre mounting points and enhanced internal structure. A generous sheet of photo-etched metal (nickel-steel?) provides a host of parts to augment the Jeep's structure but none are over-complex - the most fiddly being the replacement bumper's mounting brackets and the aforementioned spare tyre brackets. Also on the sheet are internal bracing (front and rear), a new, finer-detailed radiator face and a superb set of foot-pedals. The latter group of parts includes a replacement surround-panel for the gear levers and is a very welcome inclusion. The radiator condenser that is such a characteristic part of SAS Jeeps is provided as a resin casting and sports excellent weld and mounting strap detail - the modeller must add their own overflow pipe and hot-water hose from wire or solder wire. Finally, a pair of new seats is supplied, featuring significantly more realistic pads and structural detail on their backs.

THOSE GUNS...

The Jeeps' armament consists of Vickers K machine guns in singles and doubles plus an M2 Browning '.50cal'. The latter is not the type used on Allied military vehicles but is in fact the aircraft version with the perforated cooling jacket; it comes with a brass barrel and drilled jacket and looks superb. The Vickers guns are also very well represented and come with PE sights, plus separate drum magazines which themselves come with top handles in PE - very impressive.

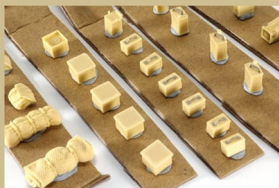
Each conversion set includes a mountain of stowage and specialised kit such as sun



Photo Feature - TAMIYA 1:35 WILLYS JEEP CONVERTED TO SAS DESERT RAIDER X2



Sensibly, Swash Design include Tasca's superb US and German jerrycans in these sets – they are the best currently available.



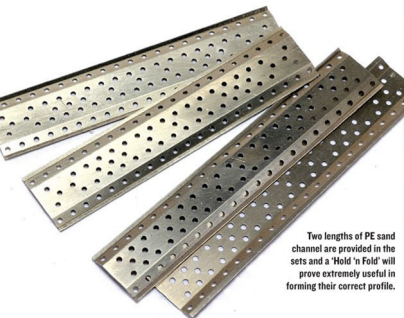
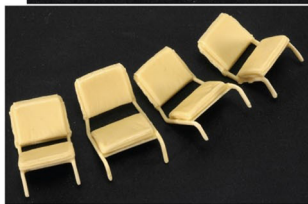
There's a mountain of stowage in each set, more than could fit onto one Jeep. Here, they have been Blu-tacked to scrap card prior to painting.



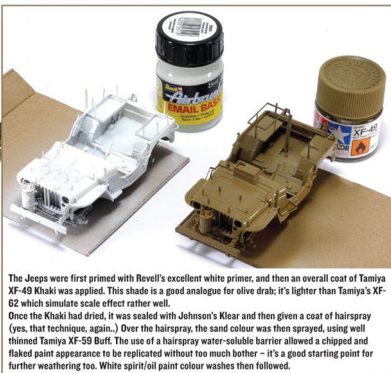
Swash include wheels with civilian-pattern tyres to vary the look a little. They also supply wheel-less tyres, a nice idea.



A fabulous array of weaponry is supplied with the Swash sets, consisting of Vickers K machine guns and aircraft-type M2 Browning .50cals. All are beautifully detailed and really set the Jeeps of a treat. You might think the standard kit seats are okay, but the new resin ones in the sets sport some fantastic new detail and make all the difference.



Two lengths of PE sand channel are provided in the sets and a 'Hold 'n Fold' will prove extremely useful in forming their correct profile.



The Jeeps were first primed with Revell's excellent white primer, and then an overall coat of Tamiya XF-49 Khaki was applied. This shade is a good analogue for olive drab; it's lighter than Tamiya's XF-62 which simulate scale effect rather well.

Once the Khaki had dried, it was sealed with Johnson's Klear and then given a coat of hairspray (yes, that technique, again.) Over the hairspray, the sand colour was then sprayed, using well thinned Tamiya XF-59 Buff. The use of a hairspray water-soluble barrier allowed a chipped and flaked paint appearance to be replicated without too much bother – it's a good starting point for further weathering too. White spirit/oil paint colour washes then followed.





Various weathering techniques were used to create the Jeeps' beaten up look; hairspray, hand-painted chips and scratches, colour-washes and rain streaks all played their part.



With the rear seats removed, the Jeep crews managed to stuff a whole load of essential supplies (mainly fuel, ammunition and water) in the rear deck area. A Vickers K twin-mount provides hefty firepower here.

compasses, spare tyres, sand channels, ammunition boxes and, of course, jerrycans. Lots and lots of jerrycans. Interestingly, instead of resin items, Swash have chosen to include injection moulded sprues of US and Wehrmacht jerrycans from Tascas; this makes perfect sense as they are the best 'cans in 1:35 that money can buy and really look superb in their photo-etched racks. The racks differ slightly between the two sets, those in Set No.1 having raised lips on their bases.

As I have mentioned, the mechanical and stowage differences between the two

sets is not great, but the figures are. Set No.1 comes with a pair of seated SAS men in the classic garb of sandals, tropical shorts and shirt plus keffiyeh and iqal headaddresses and they are clearly modelled on the well known photo of Lt. McDonald and passenger in their vehicle. Their poses are very natural and they fit to the new resin seats perfectly. Set No.2 contains a pair of standing figures and the officer is clearly the SAS founder himself, Colonel Sir Archibald David Stirling. Well, at least I think so.

The SAS man standing alongside him wears a trenchcoat

and woollen hat and looks the part. In the next issue I'll describe the painting and installation of these figures, which are all beautifully created in resin and really bring the Jeeps to life.

In these two sets, Swash have created easily the most comprehensive and accurate SAS Jeep conversions currently on offer and if your budget can stretch to it (they aren't cheap) I wholeheartedly recommend them both. I shall now allow the photo-captions to complete the finer points of my description of the Jeeps' construction. ■

Modelspec

Tamiya 1:35 Williams MB Jeep

KIT No.35219

Conversion sets

Swash Design SAS/LRSG Jeep Conversion Set No.1 (D&D)

Swash Design SAS/LRSG Jeep Conversion Set No.2 (D&D)

Materials (Swash conversion);

Cast polyurethane resin, photo-etched metal, machine metal barrels, waterslide decals (dials).

Paints used

Revell 'Email Basic' primer, Tamiya XF-49 Khaki, XF-57 Buff.

Vallejo Panzer Aces 314 Canvas, 306 Dark Rubber, 985 Hull Red.

Abteilung 502 ABT-080 Wash Brown.

✓ Excellent detail, superb guns, very accurate.

✗ Not cheap, but you get what you pay for.

Available from

www.swash-design.com

Rating ●●●●●●●○

The front bumper was a particular focus for weathering: much of the paint has chipped right back to the steel, to suggest the rough treatment this part would receive from the abrasive grit of the north African desert.





Fans of British armoured cars were split for choice, with row after row of them.



If there was an award for the most imaginative paint scheme, this Smart Car would have won it for sure!

Ade Pitman reports on the 2010 War and Peace Show, a weeklong military extravaganza held at Hop Farm in Kent.

HISTORY IN ACT

Some people look forward to their summer holidays, but military vehicle enthusiasts eagerly await the War and Peace show; affectionately nicknamed 'Beltring' after its location. Held every July at the Hop Farm, Paddock Wood, Kent, this weeklong extravaganza is the largest show of its kind in the world.

Attracting thousands of military vehicles, the show also boasts a living history field and hundreds of trader stalls, selling everything from model kits to Tiger tank parts.

They say that if you can't buy it at 'Beltring', it doesn't exist anymore!

Like 'Mr Ben' in the popular 1970s children's show, here you can walk into a trader's stall, and exit as a US paratrooper or the theme of your choice, simply by abusing your credit card. A visit to one of the many traders selling de-activated weapons will have you armed to the teeth, ready to join one of the many re-enactment groups camped on site.

'Camped' is perhaps not the correct word, as many re-enactors are dug-in and living in heavily fortified positions in the living history field.

Centrepiece of the show is the main arena, where infantry and armour get the chance to perform in front of the public. It is here that you feel the ground shake as main battle tanks thunder past, with pyrotechnics simulating shell fire.

This year it wasn't only the tanks that made the ground shake, but their transporters too. Dwarfing the tank that it was carrying, a massive M25 'Pacific' toured the living

history field, followed by a mini-convey of equally impressive M25s.

Nicknamed the 'Dragon Wagon' because of its flame belching exhaust, this monster truck was designed as a tank recovery vehicle for use in hostile conditions. Modellers had the chance to view this awesome machine in miniature in the Model Marquee, where many of the exhibits could be viewed in a range of scales.

At the end of a hard day's shopping, or admiring the displays, there is plenty of entertainment to be had at the show. Period entertainers bring the sounds of the 1940s back to life in the Victory Marquee, while re-enactors continue to live history in their section of the show.

Here you can watch a period movie, or join in the fun at the outdoor USO Show, itself a recreation of the popular shows that began to entertain US troops at the beginning of World War Two, and continue to do so around the world today.

For the adventurous types, convoys of military vehicles venture out for evening runs around the local area.

Those visitors who spend the whole week at the War & Peace Show often find that returning once again to 'the world' can itself feel strange; having lived in the past for the duration.

Once acclimatised again to the 21st Century, you find yourself looking forward to next year's 'tour of duty.'

Next year's War & Peace Show runs from 20th to 24th July 2011. ■



Rex Cadman's Sherman Beach Recovery Vehicle (BARV) is on of only four or five remaining in the world, and the only one that still drives. Based on a waterproofed Sherman M4A2 tank, around 60 of these vehicles were used to tow stranded vehicles out of the sea during D-Day invasion of Normandy.



This rusting M4 Sherman found a new role; providing shelter for a squad of German infantry.



Stranded on a dusty Kent field, this was one DUKW out of water.



Never 'vid dem negative vibes', the commander of this tank was instantly recognisable to all Kelly's Heroes fans, as 'Oddball', played in the 1970 movie by Donald Sutherland.



With its crew looking more like bank-robbers than armoured infantry because of their shemaghs, this M1 half-track made short work of the deep dust in the main arena.

Period entertainer Kitty Von Mew helped to entertain the troops at the USO show and in the Victory Marquee.



Looking every bit like the 1/72 scale Airfix kit, this M1 half-track basked in the Kent sunshine.



This 1942 Fordson WOT2 didn't look like it had been driven all the way from Holland to display at the show.

You'll see more M1 half-tracks in a day at the War & Peace show than in a year doing 'the circuit'.



When most Jeeps are painted olive drab, its refreshing to see a different colour; even if it IS the Shore Patrol!



Converted from a later version Ford Model 'T' to represent a WWI Ambulance, this old lady not only drove to the show, but is used to raise money for the British Legions Poppy Appeal





The drive to the War & Peace show was too much for this old lady, when one of her big-ends finally gave up. Luckily there are plenty of experienced mechanics and break-down vehicles on hand to help, and it makes for a great display!



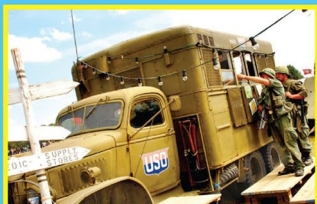
Mechanics work on the six-cylinder block and camshaft



Jokingly called 'painted by numbers' by its owner, this 1953 Humber 'Pig' was painted in a scheme inspired by the M3 Grant tanks used at the battle of El Alamein during WW2.



Known as the White Scout Car after its manufacturer, the White Motor Company, this M3 armoured car is much rarer than its half-track cousin.



Cold drinks and refreshments were available at the USO Show's GMC cafe.



Built on a British AFV432 chassis, this Panzer III looked bang on, having been scaled up from a model kit by the team that created it.



Deep dusty roads made this T34/85 feel at home.



To commemorate the 70th anniversary of the Battle of Britain, this year's War & Peace Show had the largest number of aircraft yet displayed. This replica really did spit fire, being fitted with a working Merlin engine and a hydraulically turned propeller.



Heavily armed M35 REO 'Gun trucks' provided protection to the convoys in Vietnam, but still proved comforting on the rural Kent roads.



Introduced into US service in 1949 to replace the GMC trucks, the M35 REO is still in service today. Powered by a multi-fuel engine, many users mix chip oil with diesel to lower the cost of running these military vehicles. This gave the REO convoy a curious 'chip-shop' smell!



'Armed' with a Bell & Howell 16mm movie camera rather than a machine-gun, this Willys Jeep was the workhorse for the Mobile Cinema Unit.



Looking as pristine as the day it rolled off of the production line this Dodge Ambulance was the centre-piece of a mobile hospital unit.



Looking every bit at home set in a 1:1 scale diorama of a Libyan village, was this 1937 8 cwt Morris Commercial truck of the 8th Army 'Desert Rats'.



Taking over two years to restore, the M25 'Dragon Wagon' was also called the 'Pacific', being built by the Pacific Car and Foundry Company.



Traffic chaos Beltring style, as the Rolling Thunder REO convoy heads out from the showground.



We did not have to wait long for Tasca to branch into the HVSS side of the Sherman family. **Brett Green** examines Tasca's new 1:35 scale M4A3E8 "Easy Eight" Sherman.



EASY EIGHT

For several decades, it seemed that kit manufacturers had their sights focused solely on German military vehicles of the Second World War.

In the 21st century, however, we have seen more variety in new releases, with the trend toward Allied and Modern subjects accelerating noticeably in the last few years.

Tasca has been a classic example of this trend. Following their initial releases of the German Pz.Kpfw. II Ausf. L Luchs, the main focus of subsequent kit releases has been a standard-setting series of Shermans.

The latest in Tasca's Sherman line is the M4A3E8 Sherman "Easy Eight" with T66 Tracks.

The M4A3 was the first Sherman variant to feature HVSS (Horizontal Volute Spring Suspension) as factory fitted equipment. HVSS suspension was equipped with wider tracks to distribute weight more evenly. These wider tracks allowed more armour to be fitted and offered a more comfortable ride for the crew, but also required narrow track guards to be fitted to the sides of the hull. With its experimental E8 designation, the smooth ride of the HVSS led to the nickname Easy Eight.

The M4A3E8 first entered service in Northern Europe during December 1944, and the variant continued in the front lines post-war, including service in Korea.

The new kit comprises around

500 parts in dark green plastic, 280 parts in black plastic, 16 parts in clear, 24 clear polythene caps, a photo-etched fret and markings for five vehicles.

Tasca's 1:35 scale M4A3E8 delivers quite a few significant firsts to their Sherman series. There is a new variant of the T23 turret with the oval loader's hatch and subtle cast texture. The running gear includes the later Horizontal Volute Spring Suspension (HVSS) suspension units, and workable two part individual link T66 tracks. This is a bit of a change compared to the flexible length tracks provided with Tasca's VVSS Shermans. Each part is attached via three fine sprue connectors, and the only ejector pin circles are on the inside mating surfaces of the links, so they will not be visible when assembled.

Each HVSS unit is made up from 17 pieces, and will be articulated when assembled. Note that the idler wheel mounts, Part M12, are also workable track tensioners. Do not glue these parts in place, as you will need to swing the arms to tighten the track when it is installed.

All of the other key features of the M4A3E8 are depicted, including the 47" glacis hull with the enlarged hatches, the correct rear deck configuration, two styles of 76mm gun barrel, plus an optional muzzle brake. Applique armour is not provided.

The clear Commander's cupola is offered as an option in this kit.

This is ideal for modellers who want to mask off the vision blocks for a very realistic result. For those who prefer to paint their vision blocks, a solid green plastic cupola is also supplied. Periscopes and light lenses are provided as clear parts too.

The lower hull is made up from Tasca's familiar "flat pack" arrangement of separate floor, sides and interior bulkheads.

The M2 .50 cal machine gun has been seen in earlier releases. This is a little gem. The .50 cal may be mounted on the cupola or stowed on the back of the turret. Jerry cans are supplied too.

The modest photo-etched fret includes brush guards for the lights and periscopes.

Five marking options are provided for U.S. Army vehicles in northwest Europe from February to April 1945. All five are finished in overall Olive Drab.

Tasca continues to work its way diligently through the major variants of the M4 Sherman. Their 1:35 scale U.S. Medium Tank M4A3E8 Sherman "Easy Eight" with T66 Tracks is a wonderful example of the model manufacturer's art.

With more than 800 parts, this kit will demand some time and attention, but if earlier Tasca releases are anything to go by, there should not be any traps for the unwary modeller.

What will Tasca tackle next? Roll on down that Sherman road!

Thanks to Tasca for the sample www.tasca-modellismo.com



The new T23 turret, this time with the oval loader's hatch.



The new road wheels for the HVSS suspension are one-piece affairs.



More of the all-new HVSS articulating suspension pieces.



New idler wheels and return rollers plus the wider drive sprockets.



The individual link T66 tracks are supplied in two easy pieces each.



The only ejector pin marks are on the inside joining surfaces of the links.



Another of the new sprues contains the narrow track guards and the oval loaders hatch, amongst other parts.



The simple decal sheet supplies enough markings for five different vehicles.

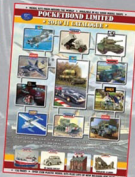


The photo-etched fret, with brush guards and small details.

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FRANKENSTEIN OPLIT

Jim Wechsler dives into a tub full of T-80 sprues and spares, adds a Miniarm T-90A turret and does a whole lot of scratchbuilding to create an accurate 1:35 scale Ukrainian T-84U Oplot.

Every once in a while I get the real desire to do some scratch building. When I do, I like to choose subjects that I don't think will end up as an injection-moulded kit shortly after I finish my project. But these days, so many vehicles have been represented in either plastic or resin that it is tough to find a likely subject.

It was therefore purely by chance that I stumbled across a photo of the T-84U Oplot on the Internet. Like many of you now reading this article, I had absolutely no idea about this tank but it looked so cool so I thought

I'd do some research and have a go at making one. Little did I expect the resulting odyssey.

HISTORY

Believe it or not, the Ukrainian T-84U Oplot is actually the most recent incarnation of the old Soviet-era T-80 series of tanks. The short version of the story is that when the Soviet Union broke up in the early 1990s, there were two factories making the T-80. One was in Russia and it was primarily making the T-80U series, which still uses the gas turbine engine that was the hallmark of the T-80.

The other factory was in the Ukraine and it was primarily making the T-80UD series, which replaced the gas turbine engine with a diesel engine. At that time, the two models had a lot in common. With the economic collapse, both factories quickly turned to foreign sales to stay in business. The Ukrainians had more success with the T-80UD, most notably with Pakistan, but there was a problem. The cast turret was made in Russia and it didn't take long for the supply to start to dry up.

At about the same time, both Ukraine and Russia (for their T-90

series) were already developing a welded turret made up of plate armour. There are conflicting reports about the reason for this but it seems that a lot had to do with being able to use

The myriad of colours shows how much conversion was required. The green is the original Skif kit.

Grey parts are resin items from Miniarm (turret is modified and shown in primer).

White parts are scratch built.

Model Point Barrel.

Eduard Photoetch.

Cream parts are resin items from SP Designs.

Accurate Armour Tow Cables.

Green parts are basic Skif T-80UD kit parts.

Dragon side skirts (modified).



materials that have better ballistic protection (a la western tanks). So the Ukrainians developed a new version of the T-80UD with a welded turret and called it the T-84. This was followed shortly by a more advanced version that featured newer ERA, the Shtora anti-missile system, and an APU. This became the T-84U (U stands for 'improved' after translation).

However, the T-80 tanks didn't perform too well in Chechnya with many being destroyed by hand held weapons and, like the T-72, suffering catastrophic explosions due to their unprotected

ammunition.

The Ukrainian designers set out to rectify this problem by emulating western tanks with a turret bustle mounted ammunition storage arrangement. Since the T-84U's welded turret already had a flat back, it was feasible to add a separate box with the ammunition and just cut out holes in the main turret to allow the ammo to be accessed by a modified auto loader.

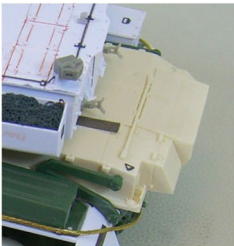
Thus was born the T-84U Oplot. At the time the tank was being

developed, the Ukrainians were attempting to sell it to a number of countries so it has appeared with several interesting variations. The most notable is that versions exist with both the Soviet era 125mm cannon as well as a new 120mm cannon that can fire NATO compatible ammunition. In addition, the tank is often seen

with rubber pads on the tracks to minimize road wear, again to attract foreign sales. So far, it doesn't appear that any sales are forthcoming so this tank remains a prototype. ►



The APU was made out of sheet plastic and some left over photoetch.



The engine deck on the Skif kit is for the prototype but SP Designs makes a replacement.



The ERA was made out of strip of plastic plus rivets and plastic rod.

BUILDING THE MODEL

If a decent 1:35 scale model of a T-80UD existed, this conversion would be tough but reasonably straightforward. Sadly, I found out that such is not the case and to be honest, if I'd know that ahead of time, I might have abandoned the whole project.

The old Dragon (now Zvezda) kits are terribly inaccurate in their overall dimensions. They look the part but really can't be used for a detailed conversion. So that leaves the Skif kits. These are decent dimensionally but they are really short on details. How short? Well the road wheels don't even have rims! That's right, the rubber just goes flat to the hubs. Worse, the engine deck represents that used on the T-80UD prototype and it is very different from the production version. It was about this time that I was ready to call it quits.

Fortunately, two things happened to keep me motivated to continue. First, I found out about a resin company from the Ukraine called SP Designs. They make all kinds of conversion and enhancement parts for the T-80 models (both Dragon and Skif). This includes a replacement engine deck and new road wheels. Their quality is OK but I realized that if I combined their parts with several Eduard photoetched sets I could fix most of the major hulls issues.

Secondly, by pure chance, a person was selling a tub (literally one of those huge plastic contained used for storage) of left over T-80 model sprues and parts on eBay. I paid all of \$25 USD and got about a dozen sprues of stuff from both the Dragon and Skif kits. This windfall of extras really gave me the opportunity to mix and match parts from all of these kits to get the best result with out having to spend a fortune on spare kits.

Adding to this was that I realized that the rubber pad tracks seen on the Oplot were really similar to a set of workable tracks for the Chinese Type 98 tank made by a company called Armor Track Models (now sadly out of business), which I already had in my stash. In fact, they were so close that I didn't even need to modify them.

So now I was motivated. Most of the major hull and suspension issues were under control with reasonable solutions. But what to do about the turret? The turret on the Skif kit is actually decent from a dimensional standpoint so I thought I might use it. But the big issue was the various sensors that make up the Shtora anti-missile system. The most prominent, and by far the toughest to make, are the two big 'dazzlers' that hang off the front of the turret. These are massively complex and are covered in small rods that are used as radiators. No way was I going to try to make these.

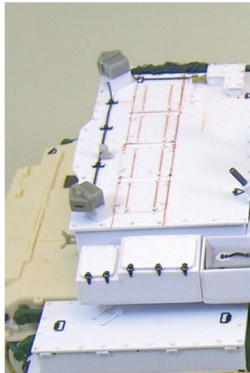
I had long been drooling over Minarm's beautiful T-90 resin sets and I got the idea that I could use the T-90A turret as a starting point. The T-90A is the welded version and it comes with all of the Shtora parts. Dimensionally, the Minarm turret is a little smaller than the T-84 turret and some of the angles are a bit different. It's also covered in a Boron blanket for anti-radiation protection. But those are fixable items and it didn't take me too long to add a little sheet plastic and putty and do a bit of sculpting to adapt it for the Oplot. I had an old Model Point barrel that represented the 125mm cannon without the thermal shield and I was able to fit it right into the turret. I could have used the barrel in the Minarm kit but I wanted to be as original as possible.

Now I was in good shape. I had the basics worked out and it was time to start scratch building. There are four main elements to be scratch built, the turret bustle for the ammunition, the front hull add-on armour, the APU, and the ERA blocks.

I worked on the hull parts first, probably as a legacy to the typical instructions in tank kits where that's first. I am almost embarrassed to admit that I just follow directions like a puppy. The front armour was a reasonably tough job since it fits quite tight to the hull and fenders and has a complex series of slopes to the rear were it falls into the hull. Thankfully I had found an excellent series of walk around photos on the

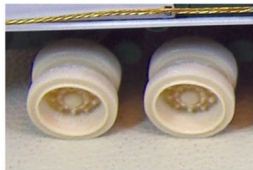
internet so I could use those to get reference points. My experience with scratch building is that it's best to just take items like this one step at a time so I started at the front and worked back. I made everything out of .5mm sheet plastic so the part is hollow which allows some easy trimming and warping to get it to the final shape. I'm not too proud to admit that I used a little old fashioned elbow grease to get things into place.

The APU was quite a bit easier in that it's just a box with a bunch of rivets and minor details. But the rear turret bustle was quite a big job. Conceptually it's just a rectangular box with a small bump on the rear. But there are four blow out panels on the top, three access doors on the back, and rivets all over the place. The biggest challenge is to get all of these items lined up perfectly straight. Once it's painted, ►



The new bustle mounted automatic loader was made out sheet plastic.

The basic camouflage scheme is a light tan with a feathered dark green and black 'amoebas'. The Oplot has a lean and purposeful profile, which is what attracted me to it.



The road wheels on the Skif kit have no rims so I replaced them with a set from SP Designs.





The turret was modified from a Miniarm item for the T-90.

“I had long been drooling over Minarm’s beautiful T-90 resin sets and I got the idea that I could use the T-90A turret as a starting point.”



The base is just dirt from my yard fixed to a piece of plexiglass using white glue.



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“If a decent 1:35 scale model of a T-80UD existed, this conversion would be tough but reasonably straightforward. Sadly, I found out that such is not the case.”

variations in the rivet positions and spacing and/or the blow out panel size, shape, and spacing become very evident and really ruin the overall look. I don't know of any solution other than patience and the bustle took quite a while.

Hanging off the bustle are the new stowage bins, which also had to be scratch, built out of sheet plastic. Although complex, they aren't too hard to make since they are just a series of strips glued together and trimmed to the right shape.

The ERA was another story. Firstly, there are 38 of these blocks on the turret and they all have to be the same size. I used a milre box and saw to cut them to the same length. But even then I was off a little here and there, so I had to manually trim them to all be exact because even small variations are super noticeable. Each box consists of a thick strip of plastic with a thinner strip glued on top to form the basic shape. Then there is a rod and rivet on each end representing the attachment bolts. So that's 6 pieces per block times 38 blocks for a total of 228 parts. Yeah, that

took forever.

The rest of the scratch building involved making the mounts for the front facing ERA and their ballistic flaps that hang down. I also had to make the Shtora 'dazzler' mounts since they are different than those used by the T-90 tank. Rounding out the scratch building was a new turret antenna mount, the hoods for the smoke dischargers, new rear fender flaps, new front fender covers, and side skirt extensions added to the Dragon side skirts which are more accurate for the Oplot.

With the main construction completed I then detailed out the model using several photoetched sheets from Eduard and added a metal towing cable from my stash of parts (I believe it came from Accurate Armour).

PAINTING AND WEATHERING

The Oplot can be seen finished in several schemes, with the most common being an overall green; and the one I have chosen which is sometimes nicknamed the 'Soviet MERDC' in reference to a similar US paint scheme commonly used in the 1970s. The basic scheme is

a light tan with a feathered dark green and black 'amoebas'.

I like to fade panels when I paint so I started by spraying the model in a dark brown for a base coat. I then panel faded using Testor's Model Master Sand for the tan colour. It's a little light but I knew it would darken quite a bit once I put a wash/filter on it.

Next, I airbrushed the green areas first with flat black and then panel faded with Model Master Olive Drab making sure to cover the flat black in all of the feathered areas. I gave these areas a dry brushing with Model Master Afrika Dunkelgrau.

Finally, I hand painted the black amoebas. When I was looking at the detailed walk around photos I was surprised to see that they had a hard edge since I'd seen other Soviet/Russian tanks where they were feathered. But the photos were pretty clear so that's what I followed. These areas were dry brushed with Model Master US Army Helo Drab which is a dark grey that works well for dry brushing black.

After a quick flat coat, I gave the model a wash using Raw Umber oil paint thinned to about a 20/80 ratio. By putting it on over a flat coat, I got a filter effect as well and the sand colour darkened as I'd planned.

I gave the underside a light coat of thinned out Tamiya Buff to represent light dust build up. Finally, I used some MIG Pigments on the tracks and road wheels. I didn't want to go to heavy on the

weathering since I'd spent so much time adding in all of the details!

To wrap it up I added a set of Verlinden Soviet Tank Crew figures and put the model on a simple base made out of a sheet of plexiglass and covered with some dirt from my yard.

CONCLUSION

Well, I think I've fulfilled my scratch building urge for a while. Although much more difficult than I'd expected, I am glad I built the Oplot since it sure is a cool looking tank that I doubt will be made in resin or plastic anytime soon! ■

Modelspec

1:35 Kitbash/Scratch build, Dragon and Shif Kit parts; Miniarm T-90A turret.

Materials

Injection moulded green coloured polystyrene, resin, sheet plastic, metal barrel, brass braided cord.

Paints Used

Testor's Model Master Enamels: 1749 Flat Black, 2050 Olive Drab, 2051 Faded Olive Drab, 1704 Sand.

Accessories Used

Armor Track Model Workable Tracks, Miniarm T-90A Turret m2004 (Item No. B35033), SP Designs T-80 Roadwheels (Item No. 195), SP Designs T-80UD 1985 (Item No. 201), Model Point T-72B/T-90 125mm 2A46M Gun Barrel w/o Thermal Shroud (Item No. 35017-4).

References

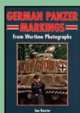
Russia's T-80U Main Battle Tank, published by Concord Publications Company, ISBN 962-561-656-2
Main Battle Tank T-90, published by Ian Allan Publishing, ISBN 0-7110-3238-6
Every photo I could possibly find on the Internet!

Figures are from a Verlinden Soviet Tank Crew set.



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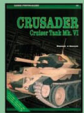
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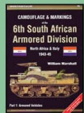
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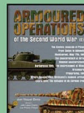
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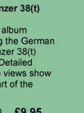
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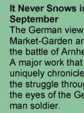
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Al Bowie reviews the welcome return of the 1:35 scale Achilles Self-Propelled Anti-Tank Gun.

ACHILLES REDUX

The M10 Tank Destroyer was based on the M4A2 Sherman Tank with a new lightly armoured angled hull superstructure and a faceted open topped turret. It was armed with the US 3" AT gun.

The British didn't follow the US doctrine regarding Tank Destroyers and used them as mobile AT guns in the North West Europe campaign and in Italy. Like the Sherman, they saw the potential to fit their excellent 17 pdr Anti Tank gun to give the M10 the ability to actually destroy the latest German vehicles such as the Panther and Tiger, which it could engage and destroy at typical battle ranges up to a 1000m frontally. This was a vast improvement over the performance of the original 3" gun.

There is a lot of debate about the actual designation of the vehicles fitted with the 17 pdr but it is commonly referred to as the Achilles in post war references, usually with the "c" designation denoting the 17 pdr armament. The vehicle was very successful and served with the Canadians, British, Polish and Czech Independent Bde during the war and post war with the Dutch, Belgians, Brits, Canadians, Egyptians, Iraqis and Danes.

This kit is a reboring of the older Academy kit and is moulded in the same tan plastic as the original. The only thing that has

changed is the decal sheet,

which offers two Polish and two UK examples. The kit has fantastic detail and an almost complete interior, however not all of it is accurate for a 17 pdr M10. The kit even gives you an engine compartment but this particular boxing does not have the engine to go in it like the Academy example before it, which also left out the engine in this variant of the kit. There are a number of options contained in the kit, which shares a number of common sprues with other Academy M3/4 based variants such as the M12, M10 and the M4A2 kits. Two different transmission covers are provided the early rounded and the later sharp nose although most Achilles I have seen had the later example. Bolt bosses are provided for the hull and turret sides, which were used to attach appliqué to the original although I have never seen it actually fitted.

The running gear is excellent and, in my opinion, until the latest Tasca and DML sets, was the best available offering the horizontal trailing arm with raised return roller mount and a choice of track skids. Both spoked and pressed wheels are provided with a choice between open web and fabricated drive sprockets. The tracks provided are one piece vinyl of the Chrysler T62 pattern commonly seen on Brit Achilles and Sherman V variants. There is an added bonus of a five link extension piece so that these could be used with a long hulled Sherman kit.

The interior is very well

done with a drivers compartment and ammo stowage and radio for the fighting compartment although the ammo provided is fibre tube packed which is not correct for the larger 17 pdr ammo which was stowage clean minus packaging. A US and British Radio is included and a choice of Thompson or stowed Sten guns is

also available. Hull stowage is limited but they do provide spare track link racks and unlike the original Academy kit they tell you about it in the instructions! A full complement of grousers is supplied for the hull racks, which could be fitted to the tracks if you desired with a little effort.

The upper hull is a very good one piece moulding, however there are questionable angles of the hull rear and sides. No British antenna base is provided for the hull antenna recess. A great addition to this kit is the small frets of cast bolts, raised foundry marks and alphabets plus fine wing nuts. Two spare dish road wheels are included on the same sprue.

The turret is a multi-part assembly and is not in true proportions being a bit narrow anti the front. The modified 17 pdr mantlet is okay but needs weld seams to be added. The gun tube is two part and separate muzzle brake and counterweight parts are included. An adequate 50 Cal is provided and a 30 cal is also on Sprue D which was sometimes seen on British Vehicles in place of the big Browning.

The decals are the difference between the Academy and Italeri releases and I think Italeri offers a better mix of schemes with the four vehicles.

Despite being an older kit, and even considering the hull and turret shape issues, I still think this is the best Achilles kit available and the detail contained is very well done and easily corrected to be accurate. This is a fantastic donor kit for Sherman projects and contains a myriad of useful items for the Shermanaholic.

A very attractive and convincing M10 17 pdr "Achilles" can be built from this kit with little effort and the addition of the colourful 21 AT Regt markings is a bonus.

I highly recommend this kit. ■

Thanks to Italeri for the sample www.italeri.com

The one-piece flexible vinyl tracks represent the Chrysler T62 pattern.



The upper hull is a very good one piece moulding, however there are questionable angles of the hull rear and sides.



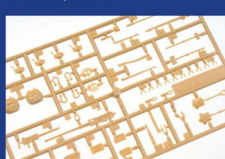
The lower hull is a one-piece moulding, which will help speed construction.



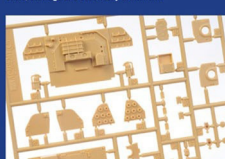
Alternate nose castings are offered.



The interior is quite detailed.



Tools, stowage and secondary armament.



The wall of the rear fighting compartment.

17 pdr. SP M10 "Achilles"



Four decal options are offered. Markings are the only difference between this and the original Academy release.





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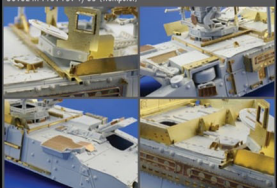
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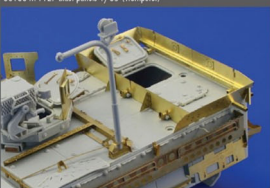
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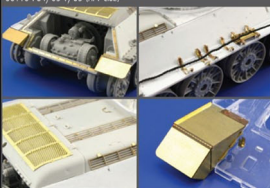
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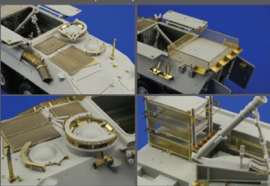
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WORKING ON THE RAILROAD 1945

Back in Issue 15 of MMI, Sam Dwyer built a diorama featuring a Panther crossing a railway track. Without realising it at the time, **Matt Wellhouser** built a similar scene, but using very different techniques.

Most modellers display their armoured vehicles with the suspension on level ground. I really enjoy small dioramas and vignettes showing vehicles in their element. This adds interest and impact to the diorama.

I am not a prolific armour modeller. I bought Tamiya's 1:35 scale Panther many years ago. At the same time, I purchased the Friulmodel track for it; along with the Aber photo etched set.

I had an idea for the Panther to be crossing a railroad embankment with some infantry figures in support. The setting would be in spring 1945 in the eastern part of Europe. After searching for some time, I found an appropriate figure set to compliment the model, and began work on the layout of the elements.

The Panther Ausf. G was introduced in March 1944, with production ending in April 1945. The difference between the earlier models of the Panther was mainly in the hull. The side hull plates were redesigned, and driver's and gunner's hatches were hinged rather than on a swivel. There were other improvements too, including a revised engine deck, size of the tow cables, exhaust pipes, and an elevating drivers seat.

The Panther is a very popular subject with modellers for a variety of reasons. Maybe it is the different model numbers, paint schemes, the overall shape of the tank, or the theatre it fought in.





The basic contours of the ground were laid up using sheet Styrofoam. Railroad track is usually elevated from the surrounding terrain, so that natural drainage can occur.



The arms have small "pips" that have to be shaved off, so they may be posed. I assembled the Friulmodel track and then temporarily assembled the running gear of the tank.

Slow-setting Testor's Liquid Cement was used to glue each suspension arm in place.



Aber photo-etch: fenders, side rails, intake screens, and spare track holders have been added to the basic Tamiya kit.

CONSTRUCTION

A diorama such as this requires that certain portions of the model be built out of sequence. The basic running gear has to be assembled to allow the terrain to fit the model. For example, the width of the track has to be known to produce the impressions in the earth on the diorama. The base was built and finished before the assembly of the Panther.

I laid out some proportions of the base using the basic hull of the tank as a guide. The base cannot be too big. With a large base area, you lose the visual impact of the scene. Since the diorama was an action scene with the tank crossing the tracks, I felt a smaller base would condense the action and convey the point of the diorama more effectively. I finally decided on an 8"x10" base. The frame was made out of wood, which was painted with black lacquer.

I experimented with several combinations of layout. I spent quite a bit of time working on placement of the Panther, and the angle of the track to the edge of the base. You want to avoid right angles. The track was a Dragon product, and I assembled the section to use as a planning aid.

The basic contours of the ground were laid up using sheet



The fenders were "damaged" to add some interest to the outline of the model.



Aber's photo-etched tool enhancements and latches make a big difference to the finished product.



The running gear was treated with a mix of MMP Powders and Acrylic Gel Medium. I added small pieces of grass to this to simulate the chunks of earth that accumulate in the suspension.



Ground up pencil lead was used to simulate areas of rubbing or wear.



Hudson and Allen tall grass, and Woodland Scenics Medium Green Field Grass were used for foliage on the base.



All of the grass and weeds were "planted" on the base.



All of the grass was secured with white glue. More mud mixture was applied as needed.



Some variety was added with airbrushed shades on the foliage.



Black and brown oil colours were used to simulate oil and grease dripping on the track.

Styrofoam. Railroad track is usually elevated from the surrounding terrain, so that natural drainage can occur.

Using Woodland Scenics Foam Track Glue, I glued the sections of foam together to build the contour. I then used a sharp knife to round the contours and produce a final shape. Once satisfied with basic shape, I used the basic hull of the tank to make impressions in the earth and decide how steep to make the embankment leading up to the track. I also added drainage ditches to each side of the track. I wanted a wet, muddy look.

The Styrofoam base was then covered with wall joint spackle. This is normally used to fill cracks and holes in building walls. Next, I used Sculptamold (a plaster and papier-mâché product) to create the soft impressions of the treads. I pressed the model into the soft Sculptamold. Once dry, a mixture of Hudson and Allen Mud, and MMP weathering powders was applied to the base. I spread this over the base with an old paintbrush. This gave the basic earth colour to the base. The track section was painted flat black, then with an airbrush with various browns and greys. I used a mix of several Tamiya paints. When dry, the rails were given a wash of Raw Umber, Burnt Sienna, and Raw Sienna artists oil paints. Allowed to dry, a thin wash of black oil paint was applied to bring out the detail. The track ballast is O scale model railroad ballast. It was applied then sealed with a 50/50 mix of white glue and water. More black and brown oil colours were used to simulate oil and grease dripping on the track.

All of the grass and weeds were then "planted". I used Hudson and Allen tall grass, and Woodland Scenics Medium Green Field Grass. Bristles cut from an old paintbrush were used for the dead grass. All of the grass was secured with white glue. More mud mixture was applied as needed, and some was mixed with gloss acrylic to create a "fresh mud" effect. Future floor wax was used for the water. I applied the Future in several coats, to create depth to the water.

BUILDING THE MODEL

Once the base was in basic form, I began construction on the model. Tamiya has moulded the suspension arms as separate pieces. This allowed me to articulate the suspension on the railroad track. The arms have small "pips" that have to be shaved off, so they may be posed. I assembled the Friulmodel track and then temporarily assembled the running gear of the tank. This took some experimentation to get the right amount of sag in the

track. I then positioned the tank on the base to set the suspension in the correct position. Using slow-setting Testor's Liquid Cement, I glued each suspension arm in place. I then placed small pieces of packing foam in the suspension to hold it in position while the cement dried. The tank is held on the base by a small screw that protrudes through the groundwork into the centre of the hull. A small nut then holds it in place.

The remainder of the model was built according to the instructions. In appropriate places, I added the Aber photo-etch: fenders, side rails, intake screens, and spare track holders.

Various surfaces of the model were textured with my motor tool, and the edges of the hull plates had the torch cutting accentuated.

PAINTING AND WEATHERING

The model was primed with Tamiya Grey Primer.

The colour coats were applied with my airbrush. I used Tamiya paints for the camouflage pattern. I lightened the colours with Tamiya Buff. The model does not follow any particular unit or tank. The road wheels were painted and weathered separately. The Friul track was finished using Blacken-It, a product that is used to blacken white metal. Once dry, it was sprayed with Tamiya XF-64 Red Brown, and then weathered with MMP powders. I then rubbed the surface of the track with a Scotchbrite pad to show bright metal wear on the high points of the track surface.

Various weathering techniques were used on the model. Vallejo SS Camouflage Black Brown was applied with a fine brush to simulate small paint chips. Ground up pencil lead was used to simulate areas of rubbing or wear. I applied MMP Powders to simulate dirt and dust. The exhaust was given a rusty finish by grinding up orange and brown pastel chalk, and applying with diluted clear flat acrylic. The running gear was treated with a mix of MMP Powders and Acrylic Gel Medium. I added small pieces of grass to this to simulate the chunks of earth that accumulate in the suspension.

FIGURES

The tank commander is a 3/4 figure from the Tamiya "Tank Crew at Rest" set. I enhanced the details with a sharp hobby blade. The head is from Hornet, with a radio headset from Dragon.

The running machine gun team is a set from Jaguar Figures. The figures are resin.

All figures had wire inserted in the bottom to act as anchors to either the tank or the ground.

The figures were base coated



The running machine gun team is a set from Jaguar Figures.



The figures are resin. They were all base coated with Tamiya Flat Black.



Vallejo acrylics were used to paint the various details.



All figures had wire inserted in the bottom to act as anchors to either the tank or the ground.

The machine gunner is painted with SS Oak Leaf pattern smock (summer side), and Italian camouflage trousers.



The weapons are painted with a thin coat of Humbrol Metalcolor Gunmetal paint. Once dry, the figures are sprayed with a light coat of Testor's Dulcote.

The assistant gunner is painted with a standard Field Grey uniform.



Placement of the figures is important in relaying the sense of movement to the scene.

The wire in the feet of the running figures is essential for maintaining these action poses.

with Tamiya Flat Black. Then Vallejo acrylics were used to paint the various details. The machine gunner is painted with SS Oak Leaf pattern smock (summer side), and Italian camouflage trousers. When painting any type of camouflage pattern, it is helpful to have a reference at hand. I do not copy the pattern exactly; rather paint it to represent the pattern.

The assistant gunner is painted with a standard Field Grey uniform. I varied the tones on the trousers with a little more Vallejo Neutral

Grey added to the basic Field Grey colour. The faces and the hands were painted with artist's oil colours. The weapons are painted with a thin coat of Humbrol Metalcoat Gunmetal paint. Once dry, the figures are sprayed with a light coat of Testor's Dulcote.

Several combination and trial and error was used in placing the figures. It is important that the rules of composition be followed. Placement of the figures is important in relaying the sense of movement to the scene.

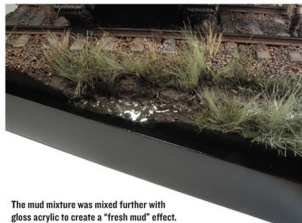
Once all the touch-ups were made, the base is secured to the frame.

CONCLUSION

This was a daunting piece to construct, mainly because I do not usually work in 1:35 scale, or with armour subjects. The techniques learned, will be very helpful for future projects. ■



The headset and wiring are important details on the Commander figure.



The mud mixture was mixed further with gloss acrylic to create a "fresh mud" effect.



The exhaust was given a rusty finish by grinding up orange and brown pastel chalk, and applying with diluted clear flat acrylic.

Modelspec

Tamiya 1/35 scale Panther G, late model kit no. 35176

Accessories Used

Testor's Liquid Cement, Aber Photo Etch, Fruitmodel Tracks, Jaguar Running MG Team, Dragon Railway Track.

Paints Used

Tamiya Grey Spray Primer
Tamiya Acrylics: XF-1 Flat Black; XF-2 Flat White; XF-57 Buff; XF-58 Olive Green; XF-59 Desert Yellow; XF-60 Dark Yellow; XF-64 Red Brown.
Testor: Dulcote.
Humbrol: Metalcoat Gunmetal.
Vallejo: SS Camouflage Brown Black; Neutral Grey; Field Grey.

- ✓ Accurate, excellent fit, nicely detailed.
- ✗ Some aspects a bit simple; vinyl one-piece tracks.

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Rating ●●●●●●○○

I felt a smaller base would condense the action and convey the point of the diorama more effectively.
This was a somewhat daunting project, but plenty of useful lessons were learned.





STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

PART SEVEN - CAPTURED ITALIAN CV 33 LIGHT TANK

William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Seven, William describes the application of Caunter camouflage to a captured Italian CV 33 Light Tank in the Middle East.



(Above) A captured CV33 being inspected by British officers after being painted in Caunter colours.

(Below) As this graphic is based on only a partial photo, it shows the tank with a limited amount of camouflage. It is surprising that all this time and effort would be taken to repaint this captured vehicle.

Here is a captured CV33 in the Caunter scheme. What the purpose of this was meant to be is unknown. What, who or when it was painted is also not known. ■

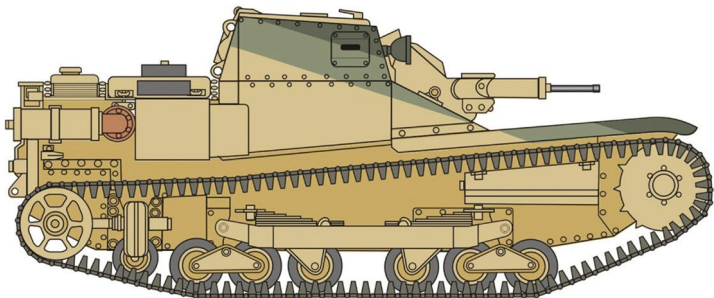
British Standard Colours



No. 34
Slate



No. 25
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DIMINUTIVE DESERT FOX

Wayne Bowman builds Revell's diminutive but lovely 1:72 scale Fennek armoured car as a Dutch ISAF vehicle.

This project was inspired by the June 2010 theme on the Braille Scale Model Competition website <http://www.braillescalecomp.com/>, which pitted "Cats vs. Dogs".

The idea was for participants to build a subject that was named after a member of either the feline or canine families. Now normally I would consider myself a "cat person", but I thought that the dogs might be under-represented in the competition, especially considering the predominance of WWII German armour aficionados in the Braille Scale community with their Tigers and Panther and so on, so I figured that I'd do a quick build to support the canine contingent (good thing too as the only other doggy in the competition was a beautifully done M8 Greyhound).

With my preferences leaning toward modern vehicles, I weighed

my options of what was available on the market, e.g. Fuchs (fox), Dingo, etc. I'd have loved to do a Canadian (LAV) Coyote, but alas I still wait in faint hope that somebody will release a nice conversion set for this subject down in my favoured scale (ahem... Modeltrans, CMK, ...nudge, nudge, hint, hint, know what I mean....).

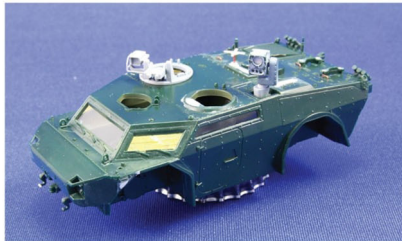
Finally I decided on Revell's lovely little 1:72 Fennek kit.

This reconnaissance vehicle is named after the Fennek, a small species of desert fox, so it seemed appropriate to model a subject from the arid settings of Afghanistan (though the Fennek is actually indigenous to North Africa). Both the Germans and the Dutch operate these vehicles as part of their ISAF contribution, but the Dutch variant with its windscreen slats had the most appeal to me.

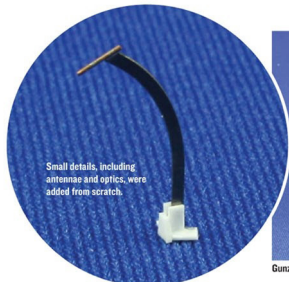
BUILDING THE DESERT FOX

The kit itself comes with options and instructions to do either a German or Dutch vehicle, there being minor differences in armament fit, and miscellaneous other fittings. Revell has done a

great job in making it clear which version gets which parts though. The two weak elements of the kit are the wheels, and the complete lack of anything resembling an interior. This latter is a particular issue for those not going with



My kit had a couple of nasty sink marks on the upper surface, and some lesser ones on a few of the detail parts, but the overall fit and detail were otherwise excellent.



Small details, including antennae and optics, were added from scratch.



Gunze paints were used for the NATO camouflage colours.



The basic construction, painting and weathering might be complete, but the biggest challenge is yet to come!

window dressings, as without the slats or anti-glare covers, the interior is quite visible through the multiple transparencies.

To address the wheels, I obtained a set of the lovely resin wheels from Troops and Tracks, along with their photo-etched window slat set. I must heap praise upon Milan at T&T as they were out of stock of the PE set when I placed my order, but upon explaining the tight time frame that I was under for the contest deadline, Milan managed to restock this item and get it out to me "speedy quick". The wheels need only to have a bit of a "flat" sanded onto them to give the impression of some vehicle weight, which I imparted where the casting block was removed.

The kit parts from the box had a liberal coating of an oily substance (mould release?) on them so the first step was to wash them down thoroughly with isopropyl alcohol, and then warm soapy water, so as to ensure that there wouldn't be any issues with paint contamination (i.e. "fish eyes") or adhesion.

My kit sample had a couple of nasty sink marks on the upper surface, and some

A water bottle was turned and shaped from clear styrene rod before it was attached to the antenna.

lesser ones on a few of the detail parts, but the overall fit and detail were otherwise excellent. The sink marks were dispatched with a couple of application of Mr. Surface 500.

Prior to buttoning up the sides and roof, I roughed out some seats, displays and a steering wheel using sheet/strip styrene and wire. My intention was to give the "impression" of an interior but not get too detailed, as I felt that after the addition of the various window coverings, these additions would only be somewhat visible.

EXTRA, EXTRA!

I added a few scratch built extras to spruce up the model a bit. I like trying to replicate modern optics so the sensor transparencies were worked up using a combination of back painted clear styrene and holographic confetti, punched out using my trusty Waldron punch set. The larger dome shaped sensors on the main sensor head and the weapons station were shaped onto the end of clear styrene rod/sprue chucked in my Dremel, then cut, sanded back, and back painted black, with a dab of Future added on the front face to restore the glass "sheen".

A few grab handles made from wire were added to the upper deck and aft bulkhead, and the water bottle often seen taped onto vehicle antennas in theatre (used to hold IR glow sticks for vehicle recognition) was carefully turned and shaped from clear styrene rod, again using my Dremel.

The photo-etched slats proved to be a bit problematic. The attachment/bond points are quite delicate and broke during folding and assembly.



NATO IN THE DESERT

The painting process commenced with a coat of Mr. Surface 1000 for a primer base, followed by a coat of overall NATO Green achieved by mixing Gunze GS303 Green FS34102 darkened with a bit of H401 Dark Grey.

NATO Black was applied next, represented by Gunze H401 (straight up - shaken not stirred).

The final camouflage colour, the NATO Brown, was a bit more of a challenge to match in my preferred Gunze Aqueous colours. I used H47 Red Brown along with some H37 Wood Brown and some light mid-grey to tone down the vibrancy. In the end I think that it's a bit too light but that's a lesson for the next time I do a NATO 3-tone scheme. The tight, feathered

edge to the camouflage was accomplished by spraying across blue tack rolls. This is a bit more time consuming than spraying free hand but I get a tighter edge and overall better results using this technique, especially down in this scale.

Some of the Dutch ISAF Fenneks had a temporary yellow-tan camouflage applied in various patterns, which I initially thought I'd give a try too. As with many temporary schemes it appeared to wear quickly and I thought it'd be a good opportunity to experiment with the renowned "hairspray" technique. Experimenting on a test hull gave me good results, but when I tried it on the Fennek itself I was unable to replicate the fine results on the test piece. ▶



Sensor transparencies were worked up using a combination of back-painted clear styrene and holographic confetti.



The photo-etched slats were painted to match the rest of the vehicle upon completion.



The 12.7mm M2 machine gun was liberated from a Trumpeter M113 kit.



Jerry cans and other stowage were added to the top deck.



Humbrol enamels thinned with Testors brush cleaner was applied as a pin wash.



Troops and Tracks' lovely resin wheels were used for this project. Greif headlights were used to good effect.

Obviously, I am not yet ready to "grasp the pebble from the master's hand" on this one, so more experimentation will be required on my part. This effort was abandoned and I went with one of the in-theatre vehicles that retained the standard NATO scheme.

I left the hatches off at this point, just masking off the openings to allow me to do a

final cleaning of the inner face of the windows with an "L" shaped Microbrush after all the finishing had been accomplished.

Tonal variance to the basic shades was delivered by spraying a lightened version of the base colour. Thinning this out a lot allows you to build the variance very gradually and makes it more controllable. A couple of overall

filters using the base colours help to tie everything together.

Humbrol enamels thinned with Testors brush cleaner was applied as a pin wash. Some dry brushing using Humbrol enamels was also added to create more relief to the surface detail. I was trying to artificially replicate/enhance shadows and highlights with these steps so my preference here was to use variants of the base

colours for both the wash and the drybrushing, as this helps make the effect subtler. In my opinion, using colours different from the base colours (e.g. burnt umber wash on a green base, or light grey drybrushing on a brown base) can make the effect appear too stark.

Finally, an overall light dusting of a heavily thinned yellow tan colour was applied, concentrating more on the horizontal surfaces to give it a dusty look. I also created some masks for the windshield and front-quarter windows in the shape of the path that the windshield wipers would traverse (and man, does this vehicle have a lit of wiper

The Dutch have applied "X"s to a number their vehicles in Afghanistan using what appears to be tape. Tamiya masking tape was used for this job.

Some dry brushing using Humbrol enamels was also added to create more relief to the surface detail.

"This reconnaissance vehicle is named after the Fennec, a small species of desert fox, so it seemed appropriate to model a subject from the arid settings of Afghanistan,"

Tonal variance to the basic shades was delivered by spraying a lightened version of the base colour.

blades - seven to be exact!) and sprayed the same thinned tan colour to the unmasked area of the windshield, leaving the impression of dust build up on the windshield. Localized dusting and mudding was added where appropriate with the more caked on mud being replicated with a pasty concoction of tan Humbrol enamel mixed with talcum powder which is the dabbed on with a brush, particularly on the aft face of the wheel wells and rear mud flaps. A bit of Mig pigment was added here and there as well.

The moulded-in headlights had previously been countersunk and some Greif lenses inserted in their place. All running lights were replicated using .005" clear styrene sheet, painted silver on one side then the appropriate colour (i.e., orange/red/clear) of transparent gloss on the other side.

The 12.7mm M2 machine gun was liberated from a Trumpeter M113 kit as it was a somewhat better representation than Revell's offering, which was slightly "short shot" at the barrel interface. Some wire was used to reproduce the guard coming off of the right side of the weapons station sight.

CHALLENGING SLATS

The previously mentioned photo-etched slats proved to be a bit problematic for me (so much so that they did not get added when

I did my submission to the BMSC site). I will freely admit though that this was mostly of my own doing. Each slat component has a number of folds that are required, however there are no folding instruction so you are left to your own devices to figure out what gets folded, to what angle, and in what direction. Lack of "directional aptitude" on my part, led me to folding the slats on the front windscreen unit in the wrong direction. The attachment/bend points are quite delicate though, and now being work-hardened, they broke during my attempts to bend them back through 180°. I ended up scratch building the slats and side frames for the front unit from .010" and .005" styrene respectively, retaining and incorporating the upper frame from the photo-etched set. The three slat assemblies were painted up to match the pattern on the chassis, and then mounted.

The last of the window coverings to deal with were the side window anti-glare screens. The actual screens appear to be a very fine flexible mesh. Down in 1:72, the weave of this mesh wouldn't really be discernable, but I wanted something that would be slightly translucent and have a bit of "wave" to it. On advice of Chris & Marc on the "Tips & Tricks" discussion board on Missing Lynx (thanks again guys), I used a piece of transparent candy wrapper as the basis for this (my daughter making the noble sacrifice of eating the candy just so I could have the wrapper - she's a good kid!).

I first made the framing, cutting it out from Tamiya tape which was painted with a dark grey-black. To the center of this I added the candy wrapper material and the entire assembly was mist coated with a diluted grey-black and clear matt, building it up to a point where it was just slightly translucent. The assemblies were stuck over the windows, making sure to maintain a bit of the waviness and creases to give the impression of the flexible mesh.

The Dutch have applied "X"s to a number their vehicles in Afghanistan using what appears to be tape, which I assume to be another recognition feature. I replicated this with some painted Tamiya tape.

A bit of external stowage was thrown on to the upper deck to add interest, along with a bright red/orange tarp made from a chocolate bar foil wrapper (my daughter helped with that one too - did I mention she's a good kid?). I'd seen this type of brightly coloured tarp in pictures of several of the Dutch vehicles in theatre (an air recognition feature I assume) and I thought this would add some nice contrast to the model. I had some difficulties determining the colour for this tarp as some photos that I came across showed it as almost a Day-Glo orange, while in others it had a more reddish appearance. I saw one picture in which one side of the tarp looked positively pink! I'm not sure if this variance was a function of the photography/lighting or whether the tarps

themselves varied in colour from vehicle to vehicle. In the end I went with a mix of red and orange, which I might best describe as scarlet.

CONCLUSION

And there it was... done. Considering the pedantic pace of my model building these days, the fact that I got this finished up in less than three months is nothing less than a small miracle. So now after my traditional post-project clean up (I know there's a desk under that clutter.... somewhere!) it's back to some of my longer-term projects. Hope you like! ■

Modelspec

Revell 1:72 Fennek

KIT No.03136

Materials

Waldron Punch and Die, Dremel Motor Tool.

Accessories Used

Troops and Tracks resin wheels, Troops and Tracks Fennek photo-etched window slat set, Greif headlight lenses, Clear plastic sheet.

Paints used

Gunze: Mr Surfacer 1000; H401 NATO Black; H47 Red Brown; H37 Wood Brown; GS303 Green FS34102; H401 Dark Grey.

- ☒ High level of detail; good fit; clear instructions; interesting subject.
- ☒ Poor wheels; no interior.

Available from

All good model shops Worldwide.

Rating ●●●●●●●●



The brightly coloured tarpaulin can be seen in several photos of Dutch ISAF vehicles.



A sooty stain was sprayed onto the rear of the vehicle.

Graham Tetley takes a close look at the Bronco 17 pdr anti-tank gun - the first time this artillery piece has been offered as a 1:35 scale injection-moulded plastic kit.



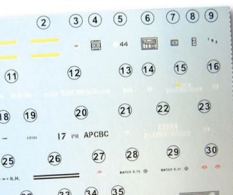
SEVENTEEN OF THE BEST

Perhaps the single most effective anti-tank gun fielded by the Allies in WWII, the British 17 Pounder has finally made it into the 21st century in plastic.

You can now consign that hoarded Airfix 1:32 kit to the 'must build' pile. For those of us that remember the Airfix 1:32 kit and its working breech (was it really the mid 1970s when I built it?) this new version is simply light years ahead.

The parts are presented in a large box with a simple painting of a 17 pounder on the cover. There is lots of space in this box, which contains five sprues of parts, two flexible vinyl tyres, two brass photo-etched frets and one sheet of waterslide decals. Bronco has given us 183 crisply detailed plastic parts along with 33 further etched brass parts. Moulding quality throughout is superb although a few parts have small amounts of flash on them.

Waterslide decals offer stencil markings and data plates.



Bronco also provides one sprue from their ammunition set.

So, what are the first impressions? Well, very good. Closer inspection of the parts on the sprues reveals that everything has been designed to minimise visible knockout pin marks. Most of these circles, especially on the trail arms and front shield, will be hidden by placement of further parts or are simply in areas that will not be seen unless you turn the model upside down.

The barrel is one-piece plastic with two mounting straps moulded on. This may disappoint some as, when the inevitable metal replacement comes out, those straps will have to be scratchbuilt. However, this barrel simply slips into a circular mount on the breechblock so there is a positive location spot for any aftermarket barrel.

The road wheels are one-piece slide moulded marvels that feature lovely tread detail. The separate sidewalls are embossed with 'DUNLOP TRAK GRIP 900-16 WD' which is correct according to the operators manual. Did you know that they had to be inflated to 40 PSI?

The instructions are in A4 format and start with a full sprue layout and contents diagram. I feel that the instructions are nicely laid out and not as cluttered as previous Bronco offerings.

The rear spades are operable and you get the option placing the trails in towed or firing position. You can make the breech operable - a nice throwback for those of us that remember the

Airfix kit!

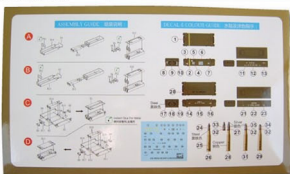
Aside from the gun, Bronco also provides one sprue from their ammunition set. This gives you four different types of shells and boxes - two wooden and two steel. Now, for me, here is the main stand-out 'Wow!' feature of this model. You will need a magnifying glass to see it, but the base of each shell is stamped with the correct classification in tiny writing. You get 'APDS', 'HE-SUP-HC RED', 'APC SHOT' and 'APCBC-SHOT'. Note that the ammunition set itself contains four of these sprues.

Regarding accuracy, I have measured some parts of the kit based on my measurements of the real thing and dimensions given in the operators manual. It is very dimensionally accurate and well within acceptable tolerances.

For those who may be interested, I used a copy of the 1943 War Office's Handbook available from MLRS Books at www.mlrsbooks.co.uk as my main written reference. It is full of drawings, measurements and information that makes it a valuable companion to this kit. The book isn't cheap, but I feel that it is worth every penny.

Now, I must state here that I provided Bronco with measurements and photos of a real 17 Pounder, along with a copy of the 1943 War Office's Handbook.

Thanks to Bronco Models for the sample www.bronco-model.com



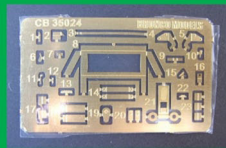
The base of each shell is stamped with the correct classification in tiny writing.



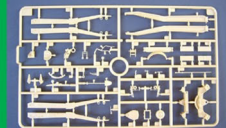
The tyres are supplied in tan-coloured flexible vinyl.



One of the two photo-etched frets included in the kit.



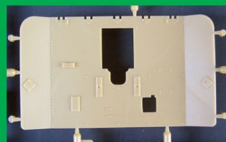
The second photo-etched fret, which includes smaller detail parts.



The rear spades are operable and you get the option placing the trails in towed or firing position.



Small detail parts are very well done.



The plastic gun shield is admirably thin.



Two styles of muzzle brake are offered.

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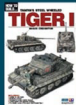
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Its raining Pershings, and Al Bowie examines the latest variation from HobbyBoss – the 1:35 scale T26E4 Pershing Pilot # 2 (Pre Production).



NOT PAGANINI, BUT MORE VARIATIONS ON A THEME

The M26 Pershing was the pinnacle of US tank production in WWII, well received by the long suffering US tankers when supplied in small quantities as part of Operation Zebra late in the war. This variant was the 2nd pilot for an upgunned version to address the heavier German Armour such as the Panzer VI "King Tiger". Hobby Boss has already kitted the original pilot vehicle, dubbed Super Pershing, which was shipped to Europe and used in limited action. The second pilot never left the USA.

Again, Hobby Boss has followed the path of the real vehicle and modified their excellent M26 Pershing Kit to produce the first plastic kit of the imposing T26E4 Pilot No. 2, which differs slightly from their earlier T26E4 kit like the original. The original was converted from a production T26E3 (Standard WW2 Pershing) serial number 97 (registration number 30119907) and shipped to Aberdeen for test. This vehicle had the T15E2 gun with separated ammunition. The turret had the standard oval loader's

hatch unlike Pilot No. 1; and had external equilibrators and the counterweights fitted to the turret rear.

This latest boxing comprises 281 high quality parts in grey plastic plus 2 photo-etched parts and two flexible vinyl track runs.

Like the M26 kit before it, this release features a full engine and compartment and rubber band tracks. However the superbly moulded individual links included in the Super Pershing kit are no longer included. Hatches have no interior detail but left over periscopes from DML Sherman's should help address that deficiency. The prominent elongated gun tube is a two-part affair split longitudinally with a separate two-part muzzle brake.

Hobby Boss has not done their homework as well for this release as they did for the Super Pershing. They give you the markings for the Production Pilot T26E4 (converted from T26E3 serial number 84) and not Pilot No. 2 as claimed.

Additionally they provide an armour cover for the gun equilibrators (part H15), which does not appear in any of the second pilot photos I have in my references. The instructions still have you add the post-war

M26 features such as the tank telephone (part B25) and final drive reinforcing strips on part B18 but these are easy to correct.

The decals are limited to two options, neither of which are T26E4 Pilot Number 2; but they do match pilot production T26E4 and another production T26E4. Neither have external equilibrators so in theory they could be modelled from the kit. The second option is missing the stencilling armoured board markings on the left side front stowage bins that appears in the photos of the real vehicle (registration number 30128151, serial number 1405).

In summary, this is an adequate kit but has annoying little errors like the wrong decals, which is pretty silly for a unique and well-documented vehicle. It has post-war features that shouldn't be on the vehicle and it still has irritating traits like moulded on latches, no periscopes for the hatches etc.

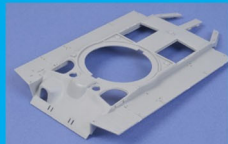
Even so, most of the mouldings are first class and a great Super Pershing Pilot 2 can be made from this kit with the use of good reference such as Hunnicutt's Pershing.

This is an excellent buy for the money and a really good start point for a unique prototype. I recommend it if you want to kit this rare prototype, particularly at the price.

The Hobby Boss Pershing family offer excellent value for money and are a great basis for a WW2 Pershing. I cannot understand why they have not kitted the T26E3 WWII variant yet as they have all the parts tooled already.

Recommended. ■

Thanks to Creative Models for the sample www.creativemodels.co.uk



The one-piece upper hull features separate engine and crew hatches.



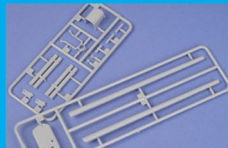
Moulding quality is excellent.



The turret correctly depicts the oval loader's hatch.



In common with its predecessor, this kit includes a full engine and compartment.



The long gun barrel is supplied in two halves – watch those joint seams!



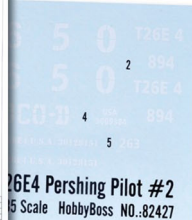
This time, Hobby Boss has only supplied the flexible vinyl track. The sprues with the individual links are not included.



Two photo-etched grilles are included.



The kit marking guide. Your T26E4 Pershing Pilot No. 2 can be any colour you want, as long as it is Olive Drab!



Markings have a number of accuracy issues.

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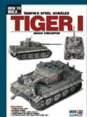
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- Chris Wauchop builds Tamiya's 1:48 Fieseler Storch and paints it in a smart 'wellenmuster' camouflage
- Tamiya's 1:35 UE in Stuka zu Fuss form
- Ferrari's convertible supercar, the California in 1:24 from Revell...
- Pacific Coast Models FIAT G.55 Centauro in 1:32
- Revell's 1:72 King Tiger ausf B
- Testors Aztec A470 airbrush
- and much more...

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Model Airplane International 063 - Oct'10

- Kwik Builds of the Special Hobby 1:72 Brewster Biscanor, CAC Wirraway by Frank T. Cuden and Roden's 1:48 AU-23A Peacemaker by Steve A. Evans
- Trumpeter's new 1:32 F/A-18E Super Hornet built by John 'Tigger' Wilkes
- Steve A. Evans builds Airfix's new 1:48 Bf 109E
- Andy Iernymides builds AZ Model's 1:48 Ki-48-I
- We test the Badger 105 Patriot airbrush
- and much more...

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Small Scale A round-up of the latest news and releases in 1:72 and 1:76



THE NEXT INJECTION PLASTIC KIT FROM MK 72

1:72 SCALE MARDER II

In Issue 53 of Model Military International magazine, I announced the arrival of MK 72's first plastic kit, a 1:72 scale Sd.Kfz. 10 Demag D7.

I was very enthusiastic about this kit because of the innovations introduced, not to mention the fact that it was a subject sorely awaited by the 'Braille Scale' community, and the obvious quality of the moulding.

The next release from MK 72 will be a 1:72 scale Marder II in injection-moulded plastic. This is a self-propelled Pak 40 anti tank gun on a Panzer II chassis.

MK 72's Marder II will be a completely new kit, not someone else's gun on their chassis. In common with their Demag offerings, the mouldings for this forthcoming release will be done by Maco of Germany (who sell kits in their own right and under their own name and are extremely high quality).

MK 72's 1:72 scale Marder II should be on the market by the end of 2010 or perhaps early in 2011.

We will conduct a close examination when the kit is available. Looking forward to this one!

Thanks to MK 72 for the images and information.

Glen Porter



RANDOM REFERENCE!

CHURCHILL TANK TRACKS

Here are some close-up and personal views of the cast tracks from a Churchill tank. Photos show the big tracks from the front, side and on the inside surfaces.

This Churchill tank is on display at the Tank Museum at Pukapunya in rural Australia.





Diary Dates

To have your event included on this page, send your details to:
Diary Dates, ADH Publishing, Doolittle Mill, Doolittle Lane,
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 Tel:01525 222573 Fax:01525 222574 Email:editor@modelmilitary.com

October 15th-16th

2010 IPMS Region II Convention
 The 2010 IPMS Region II Convention will take place October 15-16, at the Hospitality House and Convention Center, 2801 Plank Road, Fredericksburg, VA 22401. General admission is \$8.00 for adults and \$5.00 if under age 18. This admission charge is good for both days. Contest registration fee is \$23.00 for Adult IPMS USA members and \$25.00 for Adult non-IPMS USA members. Junior contest registration (17 and younger) is \$5.00. The show theme is Nostalgic Plastic - build any kit produced before 1980. The contest features over 100 entry categories. In addition, there will be over 100 vendor tables with exceptional items and fantastic bargains. As a special treat, IPMS Richmond will host the first ever "bring and build social" Friday evening of the show. Information about this show can be found at www.region2.ipmsrichmond.org

October 23rd

Help For Heroes Model Show.
 On Saturday 23rd October 2010 between 10am and 4pm Bognor Military Modelling and Wargaming Society will be holding their annual open day at the West Meads Community Hall, Bognor Regis PO21 5SB. On display will be members completed work and works in progress, the wargaming members will have a game in progress for visitors to join in if they wish. Also on display we normally have some military memorabilia that members have collected.
 Attending this year will be The Airbrush Company who will be demonstrating airbrushing techniques along with Great Wall Hobby kits, Lion Roar accessories and Lifecolor paint range. For the second year running Dispatch Books will be in attendance with a selection of pre-owned military and non military titles.
 Each year we choose a charity to support and this year it will be Help For Heroes who will have a representative and merchandise for sale, entry is by donation to Help For Heroes, money generated from the Open Day will go forward to Help For Heroes to transform the lives of wounded service personnel.
 Two free car parks are available along with refreshments available during the show.
 For any further information

contact Nick Sandford by e-mail: nick_sandford@hotmail.com

October 20th-24th

IPMS HELLAS ANNUAL EXPO-COMPETITION.
 The IPMS-Hellas Annual Expo - Competition, will take place from 20 to 24 October 2010, at the Apollo Multi-purpose venue in Piraeus, Greece. (See the map here: www.nomarihaipeiraia.gr/Templates/polihoros/7.htm)
 The competition will be held in the Main Hall and this year there shall be a separate hall for the trade stands.
 For more information visit www.ipms-hellas.gr/index_UK.htm
 Or contact us at this e-mail: ipms-hellas@windowslive.com

October 23rd

North Surrey Military Modelling Group Annual Show.
 North Surrey Military Modelling Group will be holding its annual show and open competition at the Thomas Wall Centre, Benfleet Avenue, Sutton, SM1 4DP on Saturday 23 October 2010. The usual array of traders and clubs will be in attendance and modellers of all subjects are invited to attend. Further details contact David Grummitt, davidgrummitt1942@hotmail.com, tel. 07879 605322.

October 30th

Gravesham Military Modelling Society will be holding their annual Open Day and competition on Sunday October 30th at Chalk Parish Hall, Lower Higham Road, Chalk, Gravesend, Kent. The show has a great friendly atmosphere supported by local traders and model clubs, as in previous years the competition classes are open to all with a maximum of three entries per person in any one class.
 Doors open at 10.00 until 16.00. For further details and bookings please contact Jean Bickerstaff on 01474 327003
 G.M.M.S. web site may be found at www.gmms.org.uk
 Sat Nav post code DA12 2NB

November 4th-7th

HELLENIC MODELLERS GROUP
 One of the biggest Plastic Modelling Events, with more than 300 models on display, will take place in Aigio-Greece from 4 to 7 November 2010. The show will include modelling competitions open to members and non-members and will also have trade stands. There is free entrance to the exhibition and all

are welcome to attend.

More information can be found on www.helmo.gr
 Contact Nick Oliver Kalimeris - Tel 01865763997

November 6th

IPMS MIDDLE TENNESSEE MODEL CONTEST
 IPMS Middle Tennessee will be hosting their club contest on 6 November 2010.
 The venue will be the Rutherford County Agricultural Center, 315 Rice Blvd, Murfreesboro, TN 37129, USA.
 Doors open for vendors at 6:30am, and for the public at 8:00am.
 For additional information please contact Novus Henry by email on nhenryjr@bellsouth.net or by phone on (615)-478-2305; or Tom Winter by email at a330driver@bellsouth.net or by phone on (615)-479-7737.

November 7th

DENMARK MODEL SHOW AND COMPETITION
 The Danish Model Show and Competition will be held on 6 -7 November 2010 at: Esbjerg Åben, Gammelby Fritidscenter, Grønvangvej, Esbjerg.
 For more info look at web www.esbjergmodelbyggerforening.dk
 There will be a lot of professional and private traders, plus 500-750 models in competition, so it is Denmark's biggest show.
 Aviation & Military Book Centre, Friendship Models, S B Models and Cammett Ltd are heading to Bathgate for a Traders' Fayre on Friday 10th December (4-9pm) and Saturday 11th December (9am-5pm).
 Free Parking. Free entry.
 For a great selection of books, accessories and kits. Please join us at the Conference Room in the Premier Inn, Starlaw Road, Bathgate, EH48 1LQ. Modelers and enthusiasts are all welcomed. Pre-orders/enquiries welcomed. Tel. 0845 260 4413. sales@aviationbookcentre.com

November 20-21st

First international Nordic Challenge scale modeling exhibition will be held in Hämeenlinna, Finland.
 We have categories for all scale models, figures, vignettes and dioramas. The event will take place in the medieval castle of Häme.
 Workshops from top modelers and figure sculptors like Adam Wilder (USA) and Pekka Nieminen (FIN). Top attractions nearby like the prison museum, artillery

museum and the famous Parola tank museum are nearby. We will also have a Christmas party! Please visit our website www.nordic-challenge.net for more details.
 Contact: Marko Teerjoja Tel: +358 50 535 8249 marko.teerjoja@me.com

November 21st

BUGLE CALL 2010
 The Largest Military Modelling Show in the South West.
 Sunday November 21st 2010
 The Pavilion, North Parade Road, Bath BA2 4EU.
 The show offers a wonderful variety of exhibitions by over 40 clubs and group, an excellent range of trade stands selling figures, kits, tools, bases, flats and books.
 Other attractions include:
 • Period re-enactors
 • Painting demonstrations by some of the UK's top figure painters
 • A great atmosphere where people are happy to discuss their hobby and share ideas and techniques
 • The delights of Christmas shopping in the lovely city of Bath
 The show is organised by the Bristol branch of the British Model Soldier Society. For further information contact Robert Lane at elanlane13@tesco.net

February 18th-20th

AMPS ATLANTA 2011
 AMPS Atlanta is holding its 3rd annual model show February 18 - 20, 2011 in Atlanta, GA USA. This is a great opportunity to tune up for the AMPS International show being held in April 2011. This show is being held in cooperation with the Atlanta Military Figure Society and boasts a broad appeal and a sizable vendor area. Visit our web site at www.ampsatlanta.org for more details.

May 15th 2011

MIDLAND EXPO 2011
 IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011. We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and visitors who used to attend Midland Expo at the old venue.



Figures - A round-up of the latest figure sets on release...



EVOLUTION MINIATURES

1:35 SCALE

**CAPTAIN, "I" DETACHMENT, SAS NORTH AFRICA, 1942. ITEM NO. EM-35021
AMERICAN RANGER WWII. ITEM NO. EM-35026**

Evolution Miniatures is a relative newcomer to the figure modelling scene, but they come fully formed with very high quality products.

Two Allied WWII subjects are under review in this issue. The first is a British SAS Officer, depicted in North Africa, 1942. The main resin casting is very impressive. One piece provides the head, body, legs and one arm. Only the left arm, binoculars and pistol are supplied separately. Assembly will be a snap!

The sculpting is striking, with beautiful attention to detail – including the toes of the sandaled feet and the beard – and authentic-looking fabric texture on the uniform and the kafr headress.

The second recent release is a U.S. Ranger, suitable for use in any WWII North West Europe scene from D-Day to Berlin. Once again, the casting is perfect and detail is sharp. The casual pose means that this figure will be very versatile. The helmet is a separate part. It may look better in place, but it looks more like a Soviet helmet shape on the casting block. As mentioned in an earlier review of Evolution Miniatures figures, these guys are pretty big for 1:35 scale, and actually look more like 54mm.

Even so, they are both beautifully done and will be impressive figures whether used alone or as part of a vignette or diorama.

Highly Recommended.

Thanks to Evolution Miniatures for the samples www.evolution-miniatures.com

Brett Green



ZVEZDA

**1:35 GERMAN ANTI-TANK GUN PAK-36 WITH CREW
ITEM NO. 3610**

Zvezda continues its prodigious output with a set of four crew figures accompanying a Pak 36 37mm anti-tank gun.

The Pak 36 was a standard German artillery piece on the battlefields of the Spanish Civil War until the middle of the Second World War. Tamiya produced a Pak 36 with crew some decades ago, but Zvezda's all-new tooling surpasses this product of the 1970s in every respect.

159 grey plastic parts are provided on three sprues. The bulk of these parts make up the Pak 36 gun, its carriage and accessories. Quality of moulding is very good. Ejector pin marks are mainly restricted to area where they will not be seen on the completed model. Extras include a large rocket projectile, spent and full shells, and rows of ammunition boxes.

Three crew figures and the Commander are all in action poses. In the business of firing the gun. Although not quite up to the standard of the latest Dragon Gen 2 releases, these figures are very well done. The facial expressions are especially good, with the Commander's face and open mouth being a noteworthy example of sculpting and moulding.

Zvezda's 1:35 scale German Anti-Tank Gun Pak-36 With Crew will be a welcome addition to the artillery and figure collections of early-war German modellers. It will make a nice scene on its own, or as part of a larger diorama.

Recommended.

Zvezda kits are distributed in the UK by

The Hobby Company Limited

www.hobbyco.net

Brett Green



MIG PRODUCTIONS

**1:35 STREET FIGHTING PALESTINIAN FIGURE SET
ITEM NO. 35-317**

This new 1:35 scale figure release from Mig Productions is labeled "Palestinian", but in reality could be any terrorist or freedom fighter (depending on your point of view) at any time from the 1960s to the present day. The figures come in the now familiar clear bubble style packing that seems all the rage now. I really don't like this form of packaging, but I can see the benefits of it.

Both of the figures are very well cast with no bubbles or flaws in evidence. In fact, this is one of the hallmarks of Mig Productions - their resin casting is first rate. Both of the figures are cast as a torso and head with the arms as separate items. The facial details (which can make or break any figure) are very well done and are a credit to the sculptor Viadimir Detchemko. The uniform (or lack thereof) details are crisp as are the fabric folds. The weapons, where present, are done very well and scale out very well. The figures themselves measure out at around 6"1 or 6"3 in the old imperial scale and look more 54mm / 1:32 scale in size and bulk. The figures have a great sense of style and presence, and are very good. You could use these in any theatre from the early 1960s if you really wanted to.

Highly Recommended.

Thanks to Mig Productions for the sample www.migproductions.com

Luke Pitt



Squadron Signal Publications

Over 250 books offering a wealth of information

SQUADRON SIGNAL PUBLICATIONS

MODELLING REFERENCE BOOKS

Squadron Signal Publications is one of the best known and most extensive ranges of modelling reference books ever produced, featuring high quality photographs of aircraft, tanks, ships and more in action, as well as an ever-expanding range of 'walk-around' volumes which show the subject inside and out, in crystal-clear photographs - perfect for superdetailing projects.

The books have been helping modellers to add essential details, find markings and apply paint schemes to aircraft, armour and ship models for many years and the great news is that Squadron Signal books now are easier to find than ever before, because ADH Publishing, the company that brings you Tamiya Model Magazine International each month, is importing them from the USA.

You can find Squadron Signal at good model and book shops, and you can also check www.adhbooks.com to see what we have on offer!

Please call us now for full details of prices, availability and range; UK (+44) 01525 222573

SS5720 - M3A1 White Scout Car Walkaround



The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Covered in quarter-inch face-hardened armor, the vehicle served the US military as scout, command car, ambulance and in some cases as a gun tractor. Armed with one .50 caliber and two .30 caliber machine guns on a skate rail that completely surrounded the fighting compartment, the M3A1 saw action in the Philippine tropics, the North African desert and during the 1943 invasion of Sicily. However, US forces soon replaced the open-topped M3A1 with other armoured vehicles that afforded better coverage. Because the vehicle was widely exported it served on - heavily used by the Red Army on the Eastern Front and by Free French, Belgian, Czechoslovak and Polish forces throughout WWII. Later, France took the vehicle into combat in colonial wars in Indochina and Algeria. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings. 80 pages.

SS5722 - Valentine Tank Walk Around



The Valentine Infantry Tank III, a private venture design from Vickers-Armstrong, was the third of Great Britain's Infantry Tank designs. Though not the first tank to go into battle against the Axis in World War II, the Valentine has the distinction of having the highest production numbers of any wartime British tank, and arguably the most variations. A total of 8,275 Valentines were produced in no fewer than 11 major variations - from Mark I to Mark XI - along with Duplex Drive and other specialized versions. The Valentine received its baptism of fire with the British 8th Army in Operation Crusader in North Africa in July 1941. From that date until late 1943, the Valentine was Britain's primary Infantry Tank. Besides fighting under the Union Jack, Valentines saw action under the flags of Canada, the Soviet Union, Australia, and New Zealand. They took part in combat in both the European and Pacific Theaters, and after the war continued to serve several British Commonwealth armies as late as the 1950s. Illustrated with 250 photographs, plus color profiles and detailed line drawings. 88 pages.

SS5562 - SAAB 35 Draken Walkaround



Sweden's most famous fighter, hailed by some as a 'fighter pilot's dream', was developed and built by the Saab company between 1955 and 1974. Designed with the Cold War situation in mind, the Draken was specially tailored to Sweden's particular needs. The innovative tailless double-delta design of the Draken proved amazingly successful and ushered in a whole line of more sophisticated successors. Illustrated with 260 photographs, plus color profiles and detailed line drawings.

SS4034 - PT Boats in Action



American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

SS1218 - A-10 Warthog in Action



The A-10 Warthog was designed and built from the wheels up for the sole purpose of supporting ground forces. Outwardly ugly and ungainly, the A-10 is one of the most efficient aerial killers ever to take to the sky. Sheathed in 900 pounds of titanium armor, the Warthog can survive direct hits from armor-piercing and high-explosive projectiles as large as 23mm. It has triple redundancy in its flight control systems, allowing pilots to fly and land when hydraulic power is out or part of a wing has been shot off. Illustrated with more than 106 photographs, 11 full color paintings, 43 detail drawings and 2 pages of 3-view drawings.

SS5557 - F-111 Aardvark Color Walk Around



The F-111 Aardvark was the first production aircraft to feature a variable swept-wing. This aircraft's original design met 2 different mission roles for the US military. The Air Force needed a joint-service aircraft while the Navy needed a carrier-based aircraft. 12 color profiles, 3-view illustration, line drawings, and over 200 color and 21 b/w photos. By Ken Nuebeck. 80 pages.

SS1217 - US Navy UAV (Unmanned Aerial Vehicles) in Action



The development of unmanned aerial vehicles actually predates the development of piloted aircraft. Although manned aircraft more than overtook the unmanned variety in importance throughout the 20th Century, unmanned aerial vehicles or UAVs are now poised to become a key component of air warfare. UAVs evolved extensively and saw extensive action during Operation Desert Storm - the war against Iraq in 1991 - and since then the floodgates have been opened. Illustrated with 170 photographs, plus color profiles and detailed line drawings.

Shown here is a selection of some of the most popular titles, many more available

Available from all good model and book shops

For more details visit www.adhbooks.com or call 01525 222573 • Trade enquiries welcome



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Incoming



ITALERI

1:35 M1097 A2 CARGO CARRIER • KIT NO. 6484

The High Mobility Multipurpose Wheeled Vehicle or "Humvee" has been (and still is) the modern equivalent of the Jeep. It is used in a bewildering array of variants anywhere the US Military is serving. The first M998 HMMWV was delivered to the US Military in 1979 and development contracts were let in 1981 with an initial production contract for 5,000 vehicles commencing in 1985. Its first combat usage was Operation Just Cause in Panama in 1989 and soon after it was in service in the Persian Gulf War. The US currently has (or had) over 250,000 Humvees in its inventory and it is in service with over 50 Countries.

The M1097 is one of a number of variants and is a heavy duty vehicle suitable for cargo, weapons or shelter carriage. It is unarmoured and configured with soft doors and cargo rear to which troop bench seats can be fitted. The kit is based on previous Italeri M998 kits and is not overly complex compared to recent kit releases. It is moulded in olive coloured plastic and has moulded wheels split vertically that, in my opinion, are far superior to the vinyl wheels that later rot and perish.

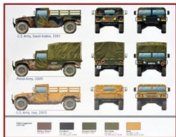
Construction is pretty straightforward and starts with the chassis, which has an adequate representation of the lower facing of the engine and transmission however no engine is included. From here the one-piece floor pan is added and care has to be taken to use the correct detail parts for the version chosen. Options are included for a soft cab with rear, troop benches or a full soft tilt to cover the rear with an antenna mount (MX 6707) although no radio is included. A tubular brush guard/bull bar is included as is the option of a front mounted winch.

The representation of the soft tilt cover is well done as is the soft cab although the representation of the clear vinyl side windows is a little thick. Markings are provided for three Vehicles all of which are fairly unremarkable:

A – US Army Saudi Arabia 1991 in a Euro Scheme with open rear with troop seats
B – US Army Iraq 2003/Saudi In a sand scheme with open rear, and

C – Polish Army 2005 in Olive Drab with a full tilt cover
Italeri's M1097 A2 Cargo Carrier is a great little kit and one highly suited to a beginner. The variant is a fairly common variant and lends itself to a number of simple conversions or enhancements such as SF vehicles in Afghanistan. It isn't the latest and greatest, all-singing all-dancing 500 parts to the box multi-media extravaganza; but it is a good honest simple kit that is well detailed and within the capabilities of a junior or beginner modeller.

Recommended.
Thanks to Italeri for the sample www.italeri.com
Al Bowie



HOBBYBOSS

1:35 SCALE ZSL-92A APC • KIT NO. 82455

HobbyBoss brings us another variant of the Chinese ZSL family, the ZSL-92A APC.

This vehicle is identical to the IFV variant apart from the armament, being a 12.7 mm machine gun and protection provided by an open top sphere shaped turret, similar to that of the ACAV turret on US APCs. Smoke dischargers are attached to the outside of the turret. The APC variant also has better performance due to its lighter weight. Inside the box are six sprues and two body halves, adding up to a total of 235 plastic parts, 6 vinyl tyres, a sheet of 5 etched parts, a decal sheet, an A4 glossy colour chart and a 6 part, well-drawn and easy to follow instruction manual.

The plastic parts appear to be very clean and free of flash. They are tan in colour. I was impressed with the 12.7mm machine gun and the turret. They should both look impressive when constructed.

Photo-etched parts are provided for engine screens and light guards. Although basic, these will add an extra touch of fine detail to the finished product.

Overall this is a nice and welcome addition to the range of Chinese vehicles HobbyBoss has already released. I would recommend this to all who have a keen interest on this subject, or if you are just looking for something a little bit different.

Very nice.

Thanks to Creative Models Limited for the sample www.creativemodels.co.uk
Andrew Judson



LION ROAR

1:35 SCALE

3.7CM FLAK 43 METAL BARREL - REF. LB3514

WW2 GERMAN FLAK 43 3.7CM 1:35 AMMO & CARTRIDGE CASES

Do you have the new Great Wall (Lion Roar) SWS with Flak 43? Then you cannot miss these two sets. The SWS kit is already awesome and full of great detail, but these two sets will really improve the model final look. The gun barrel detail is brilliant and the ammunition set must be seen to be believed.

As usual, Lion Roar products are very original, flawlessly manufactured, very well packed and presented.

Soon I will start building my own SWS and I will certainly use these sets. Highly Recommended. Lion Roar is distributed in the UK by

The Airbrush Company
www.airbrushes.com
Jose Brito





HOBBYBOSS

1:35 Sd.Kfz. 223 LEICHTES PANZERSPÄHWAGEN FUNK KIT NO. 82443

The German Leichtes Panzerspähwagen was a family of light four-wheel drive armoured cars used mainly by the reconnaissance battalions of Panzer Divisions during the Second World War. Commencing production in 1935, the series started with the Sd.Kfz. 221. This vehicle was based on the chassis of the s.Pkw. I Horch 801 heavy car fitted with sloped armour and an MG34 machine gun. The Sd.Kfz. 221 was manned by a crew of two.

The Sd.Kfz. 222 featured a modified turret, upgunned with a 2 cm KwK 30 UVS autocannon and a 7.92 mm MG34 machine gun. The crew was increased to three.

The Sd.Kfz. 223 was a radio car version of the 222. It was fitted with additional radio equipment and a large bed-frame antenna.

The Leichtes Panzerspähwagen saw action in Poland, France and the Low Countries, the Balkans, North Africa, the Soviet Union and in defence of the Reich. These light armoured cars performed well on sealed roads but struggled in the mud and snow of the Eastern Front, despite their four-wheel drive and four-wheel steering. Even so, production continued until 1944, and this versatile vehicle remained in service until the very end of the war in Europe.

HobbyBoss kicked off their 1:35 scale Leichtes Panzerspähwagen series about a year ago with their Sd.Kfz. 222. They have now added the required equipment to depict the radio car version, the Sd.Kfz. 223. HobbyBoss' 1:35 scale Sd.Kfz. 223 comprises 246 parts in grey plastic, three parts in clear, three photo-etched frets and four vinyl tyres. The model features a detailed drive train including full engine and transmission, a well equipped fighting compartment complete with driver's station and turret interior.

The characteristic mesh engine bulkhead, deck screen and the turret top are all provided as photo-etched parts. The tyres are provided as separate vinyl parts.

The hull is a new moulding, as is the clothes rack antenna that surrounds the top of the vehicle. Markings are provided for one specific Luftwaffe vehicle in overall Panzer Grey, but a useful selection of individual numbers and blank number plates are also on the decal sheet, along with "WH", "SS" and "WL" prefixes to permit many variations.

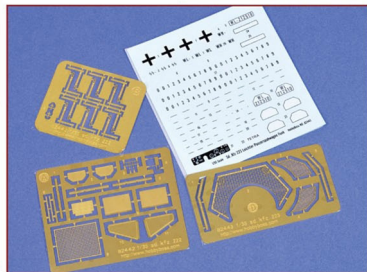
HobbyBoss' 1:35 scale Sd.Kfz. 223 is a well-detailed rendering of an interesting vehicle.

Highly Recommended.

Thanks to Creative Models Limited for the sample

www.creativemodels.co.uk

Brett Green



VALLEJO PASTES

DESERT SAND - ITEM NO. 26 217

DARK EARTH - ITEM NO. 26 218

BROWN EARTH - ITEM NO. 26 218

Until now, making soil in a diorama was a demanding task often requiring the use of many and diverse materials. Normally, my approach was to mix water and pre-made filler used in civil construction, then adding in brown and black paint and fine sand (normally the one used in the bird cages).

But those times are over, because Vallejo from Spain hits the scene with a very original and useful material. With their new pastes all we have to do is brush them over the base and immediately we have an ultra realistic terrain.

Vallejo's pastes are a coloured, slightly gritty paste of acrylic resin, pigment and micro particles. Applied with a brush or spatula, the product is easily shaped to render a sandy beach, desert dunes, churned up muddy terrain of all kinds of conditions. It can be also used for rust and weathered metal textures.

It dries in about 30-45 minutes and the brushes or spatulas can be cleaned with water.

The pastes may be mixed with all Vallejo products to achieve many varieties of finish. Highly Recommended.

Thanks to Vallejo for the samples. Vallejo is distributed in the UK by Creative Models Limited for the sample

www.creativemodels.co.uk

Jose Brito



SKP

1:35 SCALE HETZER LATE CONVERSION SET FOR TAMIYA HETZER ITEM NO. SKP091

SKP from the Czech Republic is fast becoming a well-known name in the field of armour modelling. The company is very prolific and besides their original and unusual kits, figures and all kinds of accessories, they also produce conversion sets.

SKP's newest conversion provides all you need to convert Tamiya's 1:35 scale Hetzer into the late production model.

The box is small, but once opened you will be amazed by the quantity and quality of the material. There are plenty of resin parts, including the eight wheels, metal cables and two photo-etched sheets.

The resin parts are flawless and only minimal cleanup will be necessary. The photo-etched parts are nicely done and cover everything from small details to the fenders and side shields. The metal cables are just stunning. Besides this set, SKP have nine more releases dedicated to the Hetzer in 1:35 scale. They are five sets of different idler wheels, an early or late set of work out road wheels and two styles of click-link tracks.

Highly Recommended.

Thanks to SKP for the review samples.

Joe Brito

THE MODELLING TWILIGHT ZONE

Being a child of the 1960s, I have long admired the groundbreaking TV series the Twilight Zone. In between projects and trying to figure out what to do next, I often remember Rod Serling's opening monologue to that series. To paraphrase "There is a fifth dimension that is known to modellers. It is a dimension as vast as your reference and as timeless as infinity. It is the middle ground between light and shadow, between science and superstition and lies between the pit of a modeller's fears and the summit of their knowledge. This is the dimension of imagination. It is an area which I call the Modelling Twilight Zone". How many times have you finished a project only to be faced with the prospect of what do next? For me the problem is quite vexing. I try, with each model, to produce something new and something a little different from the norm. I know many modellers for whom this problem does not exist at all. They can produce multiple versions of, say, a German Panther tank, with their reasoning being "well there are so many versions and camouflage schemes to choose from I could do 20 or so models

of the same tank". I, myself, find this approach a little boring (not that there is anything wrong with it). I prefer to build a collection of different vehicles, in different markings and indeed different periods. This is why I find it so hard when I have to choose my next subject to model. I have found that if I start one subject and then start another, I tend to not get anything done. This year, for example, I have tried to complete my "shelf queen" pile and to a large degree I have succeeded, but both projects have been Japanese and in the wrong scale! I do admire modellers that can change genre and change the mix a little.

My next two interviews are with just such modellers. Marcus Nicholls, for example, can produce first class models across a whole range of scales and genres, and do them all well. Steve Zaloga is another example of a modeller who I admire (we will be running his interview next month). Not only is he a first class historian and modeller, but he also mixes up his subjects and is not content to do the same thing all the time. This modelling "Twilight Zone" is one of the most

frustrating periods for me and maybe it is a result of too much choice? Who knows?

On a different subject, Model Military International is pleased to announce in the December issue a new award call the "Quarters". This award will be presented to a manufacturer that we believe has produced the best product reviewed by this column over the last 12 months.

We hope that this award will be an annual event.

Until next time *Luke Pitt*

**MMI
QUARTERS
WINNER**

MMI 1:48 Scale Q&A - Marcus Nicholls

Marcus Nicholls is the Editor of MMI's sister magazine, Tamiya Model Magazine International, and really needs no introduction. Marcus is a very approachable guy and I was more than pleased when he agreed to do this interview. I admire his work as he can embrace many styles and indeed genre and do them with lashings of his own style.

He is forty-four years old and lives twenty miles north-west of London, England. He is married to Emma and has two sons, Joe and Will, who Marcus tells me are into football and Xbox 360, not scale modelling! Marcus has been building models since the age of eight. Throughout the 1970s, it was Matchbox tanks and soft skin kits in two-tone plastic and 'diorama battle display' that formed a large part of his collection. Marcus' main strength as a modeller is to embrace new ideas and scales. He also has an uncanny ability to produce outstanding results over a broad range of genres, which is not an easy thing to do.

THE INTERVIEW

Luke: Hi Marcus good to have you with us, what would you consider to be your best 48th scale model and why?

Marcus: Hi Luke, thanks for the invite! I think my best 1:48 model would have to be the Tamiya M10 I built for issue 1 of MMI. I hadn't built much armour in this scale and wasn't sure quite how to scale down my usually chaotic (and therefore too intense) weathering to the smaller scale. I tackled the model as I might an aircraft and minimized the techniques and I was pleasantly surprised with the way it came out.

Luke: What would you consider the most influential 48th model you have seen in print and why?

Marcus: I think this has to be Mike Rinaldi's Sd.Kfz.251 with that incredible rust effects - so convincing. Very hard to believe it is 1:48! There are so many great 1:48 pieces being created at the moment. I am always impressed with the work of Stan Spooner, Luciano Rodriguez, Pat Johnston, Lars Richter and Murat Ozgul to name but a few.

Luke: Yes I think Mike has a "shrinking machine" as his models are so good. Tell me Marcus, if you had to pick one kit that should be made in 1:48 scale, what would that be?

Marcus: I would love to see more modern armour in the scale, so perhaps a Challenger 2, M1 Abrams and an M1070 Oshkosh transporter to put them on? Also, I think the Char B would translate well into 1:48, as would the new BT-7 from Tamiya.

Luke: Marcus, an Oshkosh Transporter! Dude - you're dreaming! That thing is huge! Thanks for your time, I am inspired by your builds and know a lot of others are too

Marcus: Cheers Luke, keep up the great work promoting 1:48.

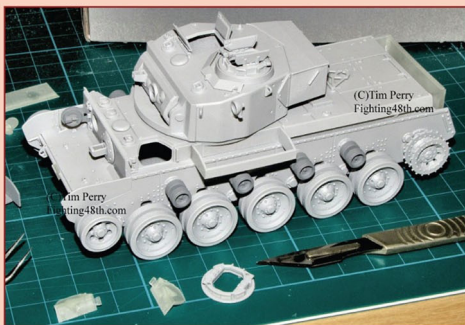


Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

NEWS

By the end of the year we should see a number of landmark 1:48 scale releases. These will include the Tamiya Jagdtiger, the Fighting 48th Comet and from the photo looks like the best release from this manufacturer yet. The kit promises to be a complete package with decals and photo etch included. I may have to drop subtle hints to my wife as Christmas is getting close!

The next release from Kengi is an M18 Hellcat with a full fighting and turret interior. I have already pre-ordered this as I like the vehicle so much!



The forthcoming 1:48 scale Comet tank from Tim Perry's "Fighting48th" looks impressive in pre-production photos.



The next 1:48 scale release from Kengi is an M18 Hellcat with interior detail.

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Employees/volunteers working for Pocketbond and associated companies and their families are not permitted to enter. The first entry drawn will win. Entries are limited to one per person/household. The winner's name will be published in a future edition of Model Military International. All entries received must reach ADH Publishing by December 31st 2010 when the draw takes place. Open to readers worldwide.



Book Reviews



INTO THE CAULDRON - DAS REICH ON THE EASTERN FRONT

ROBERT MICHULEC & DMITRIY ZGONNIK

CONCORD NO: 6534

ISBN: 962-361-170-6

Concord has released another pictorial title dedicated to the WWII German soldier; in this case, those of the SS Division "Das Reich". Compiled by Robert Michulec and Dmitriy Zgonnik, the book is presented in the typical Concord Warriors format and is packed full of crisp clear photos of the Division's activities on the Eastern Front between 1941 and 1945 until it disbanded after a valiant rearguard against the unrelenting Soviet juggernaut. Consisting of the usual 52 pages, the book begins with a two page canned history of Das Reich's campaigns on the Eastern front, covering their actions at Kursk and Kharkov through its many mailings and rebuildings until the end in Hungary and Austria.

The book isn't broken into chapters and is primarily a big photo album that is laid out in chronological order with well-written and informative captions.

The majority of photos are very good reproductions and show mainly the fighting troops, particularly the infantry, with a good number of vehicle photos thrown in. As is typical for these titles, the centre is taken by four full page colour plates of the Division's troops by Dmitriy Zgonnik which are very well done and in my opinion in the same league as the master of the genre - Ron Volstad, who is himself no stranger to these titles.

The plates comprise the following:

- Winter Clad Obersturmführer 1942-43 in the Grey Winter two part uniform
- Sturmpanzer Spring Summer 1943 in an M42 Camouflage Smock with a PPSH-41 Soviet SMG
- Oberscharführer Spring Summer 1944 Tanker in in two piece M1944 dot pattern camouflage with black M43 Panzer Cap
- Untersturmführer Summer 1944 in M44 Dot Pattern Camouflage Drill Jacket over Grey Officer Service trousers and jackboots with an M1938 Field cap

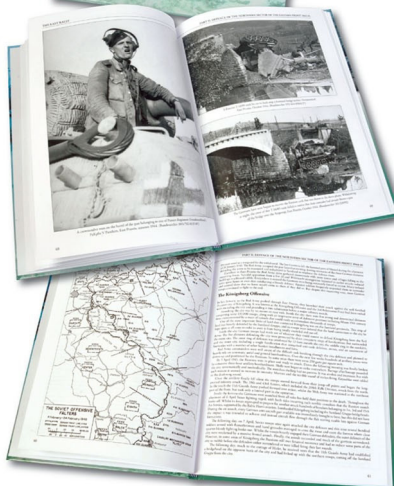
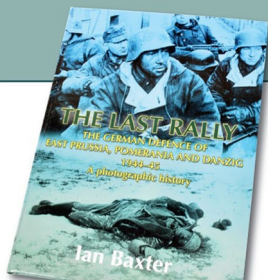
This is an excellent collection of photographs of the Das Reich soldier on the Eastern front covering the period 1941 to 1945, giving the modeller or enthusiast a broad range of subjects to study or emulate.

It is a great photo reference and one I am sure will be popular.

Highly Recommended.

Thanks to Casemate UK for the sample www.casematepublishing.co.uk

Al Bowie



THE LAST RALLY THE GERMAN DEFENCE OF EAST PRUSSIA, POMERANIA AND DANZIG, 1944-45, A PHOTOGRAPHIC HISTORY

BY IAN BAXTER
HELION & COMPANY
ISBN 978-1-906033-74-3

With the large list of books that cover the last days of Germany's war, here is another that won't disappoint. Ian Baxter is the author of many military history books, and his titles are always of interest.

"The Last Rally" covers the final battles of both the Wehrmacht and the SS in the areas of East Prussia, Pomerania and Danzig, against the Russians, until they were either killed in combat or ran out of ammunition. Either way, these battles were extremely fierce and ruthless.

The book comes in the form of a hardback A4 edition, with very informative and graphic accounts of the battles.

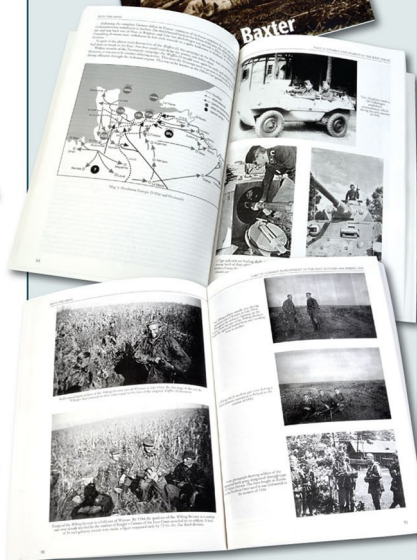
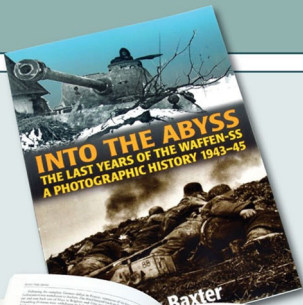
This title features 153 black and white photographs, many previously unpublished, with descriptive captions. There are also four maps showing the movements of the battles. The photos themselves are all well reproduced and clear. Modellers will find plenty of inspiration for dioramas in these unique images. In my view this is an excellent book. Whether you are purely into the history side or a modeller, you will get a lot out of the interesting text and fascinating photos. A great read.

Highly Recommended.

Thanks to Casemate UK for the sample

www.casematepublishing.co.uk

Andrew Judson



INTO THE ABYSS - THE LAST YEARS OF THE WAFEN SS. A PHOTOGRAPHIC HISTORY 1943-45

BY IAN BAXTER
HELION & COMPANY
ISBN 978-1-906033-55-2

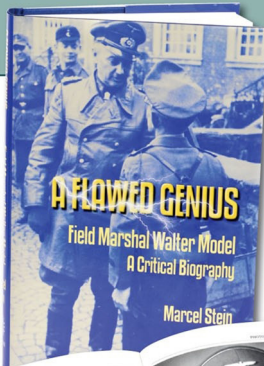
This new publication by the prolific author, Ian Baxter, covers the final years of the SS, in the form of a soft back A4 publication. The book includes chapters on Operation Zitadelle, Kharkov, Normandy, The Rhine, Defending Poland, Hungary, and The Final Battles.

The Appendices include the Order of Battle, Weapons and Equipment, Divisional Strength and Organisation tables, Forces on the Western Front, Forces on the Eastern Front and a detailed description of the uniforms worn. The text as a whole is well written, easy to read and very descriptive of the battles and conditions the soldiers of the SS undertook. There are one hundred and eighty five black and white photos, many previously unpublished and all very clear, covering troops on the ground, armour, artillery, and illustrating the harsh extremes of the front lines. There are also seven maps showing the movements of battle.

This is an excellent publication to have in the collection for history buffs and modellers alike.

Recommended.

Thanks to Casemate UK for the sample www.casematepublishing.co.uk
Andrew Judson



A FLAWED GENIUS - FIELD MARSHAL WALTER MODEL A CRITICAL BIOGRAPHY

BY MARCEL STEIN
HELION AND COMPANY
ISBN: 978-1-906033-30-9

Walter Model served with distinction as a junior officer during the First World War, rising through the ranks between the wars, initially in the Reichswehr, then from 1935 in the Wehrmacht until he reached the rank of Generalmajor in 1938. His rise to the heights of the German military did not stop there. Model commanded first a Corps and then an Army during the opening campaigns of the Second World War in Poland and France. He took charge of a Panzer Division in the early stages of Operation Barbarossa, and became Commander of the 9th Army at the end of 1941. By 1944, he was in effect Supreme Commander of all Wehrmacht forces on the Eastern Front, directly commanding two Army Groups and being responsible for co-ordinating the third Army on the Eastern Front. Model was appointed Supreme Commander West on 17 August, 1944, following some indication about who would finally grasp this poisoned chalice.

This new book by Marcel Stein is a frank history of one of Germany's best-known Commanders, from his service in the First World War until his suicide on 21 April 1945.

The book balances Model's undoubted military genius with his brutal personality. The text is full of examples of the abusive and insulting way he dealt with his staff officers. His behaviour became more offensive as he rose through the ranks. It was not until immediately before his suicide that he seemed to regain some reason, telling his Army Group that they were free to go home.

The author does not flinch from the reality of Model's involvement in war crimes and atrocities. He also brings Model's sanity into question when discussing some of his more unreasonable and even bizarre orders in the closing months of the war. 'A Flawed Genius - Field Marshal Walter Model. A Critical Biography' is presented over 302 pages between hard covers. Ten historical photos and five military maps are included.

Although it is not directly relevant to modellers, this well-written and well-structured title will be of interest to armchair historians everywhere.

Recommended.

Thanks to Casemate UK for the sample www.casematepublishing.co.uk
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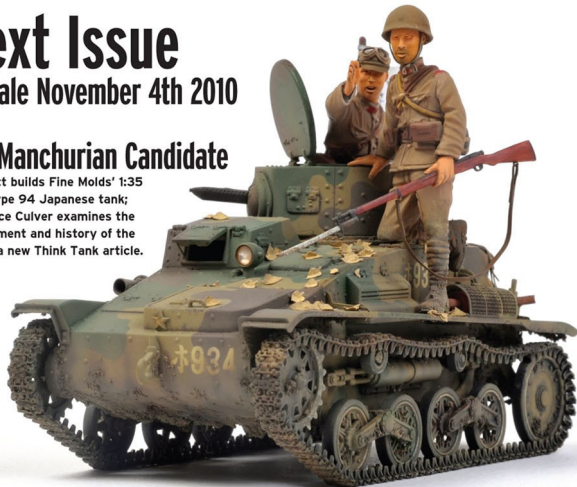
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Next Issue

On sale November 4th 2010

The Manchurian Candidate

Luke Pitt builds Fine Molds' 1:35 scale Type 94 Japanese tank; and Bruce Culver examines the development and history of the type in a new Think Tank article.



Cherbourg Continued

Justo Mira continues to describe his superb handwork for this impressive small-scale diorama.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!



...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



Guns on Rails

Andrew Judson returns with his 1:35 scale Trumpeter Panzerjäger Triebwagen.

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Editorial enquiries:
Email: editor@modelmilitary.com

Advertising enquiries:
Tel: +44 (0)1525 222573
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The Last Post..

KING TIGER MEETS ITS MATCH

Trying The Tank Museum's latest exhibit out for size, three-year-old Lulu is the first to see the remote controlled King Tiger in action alongside the real thing.

Identical right down to the matching battle wounds but one just a sixth the size of the other - two King Tiger Tanks came face-to-face for the first time at the home of the tank at Bovington.

The Museum received the smaller-than-usual addition to its world-class collection of armoured vehicles from tank modelling specialist Armortek for use of The Tank Museum's extensive collection in order to design its replicas.

The donated King Tiger, weighing 140kg, one four hundredth the weight of the real thing, is a replica of the German Second World War tank found at The Museum and even shares the exact same damage marks incurred by the original during testing at Sennelager in 1944.

Taking almost 300 hours to build and fitted with its very own engine, the model is part of a greater donation from the modelling company who also presented The Museum with a cheque for £15,600.

Gill Watkins at Armortek said: "The Museum is an incredible resource for researching the tanks we build and we wanted to show



our appreciation with a particularly special gift.

"We have made just 104 King Tigers (which is also the number of The Museum's King Tiger) and we are extremely proud to have the 104th on show at the home of the tank.

Michael Bolton, Fundraising Manager at The Museum, added: "We have been really looking forward to seeing the scaled version of our King Tiger and now seeing the two tanks side-by-side you can really appreciate the incredible amount of work that has

gone into capturing every single detail.

"Although it's by far the smallest tank in the collection, I think it will be one of the most popular. Seeing it roam around The Museum will be great fun and demonstrate to our visitors how the real thing would have moved."

Both King Tigers are now on display at The Tank Museum, for more information visit www.tankmuseum.org or visit www.armortek.co.uk for further details on tank replicas.

THE RESEARCH SQUAD



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BONHAMS REVEALS MILITARY TACTICS USED IN WWI MACHINE GUN TO CHANGE THE FACE OF WAR

At a time when Britain's troops and military equipment are under such close scrutiny, Bonhams announces the sale of an extremely rare game, 'The Game of War' to be sold on the 13th October 2010 in Knightsbridge in the Chess, Playing Cards and Games auction.

Dating from 1890, this intricate 600 piece game is estimated to sell for £1,500-£2000, and was designed to train British army officers at a time of uncertainty in the years leading up to the outbreak of The First World War in 1914. It was common knowledge that War was coming, but no-one could predict exactly when. As a result, the armies spent their summers at camp, in effect playing war-games, and training for the big European war that was on the horizon.

During this period, tactics had barely changed since the Franco-

Prussian War of 1870, and the horse still played a major role on the battlefield. The Game of War, however, includes six machine gun units. As history shows us, the use of the machine gun and emphasis on mechanized defence was going to have a devastating effect on the trench warfare that was to come. Infantry, mounted cavalry and horse artillery are also included in the game, demonstrating the unforeseen part the machine gun was to play.

The game is played on a map drawn on a scale of 6 inches to the mile, and the troops are indicated by small slate blocks, coloured red for one force, and blue for another. It is a later British version of "Kriegsspiel", a wargame originally

invented by Lieutenant Georg von Reisswitz in the early 19th century for training officers in the Prussian army.

Luke Honey, Bonhams Chess and Games consultant comments: "This is a rare and superb example of a late 19th century war-game used to train British army officers in military manoeuvres. It gives us a fascinating insight into the tactics of the period, which, ultimately culminated in the tragedy of the First World War."



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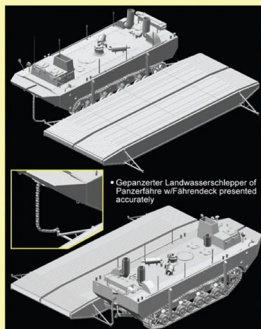
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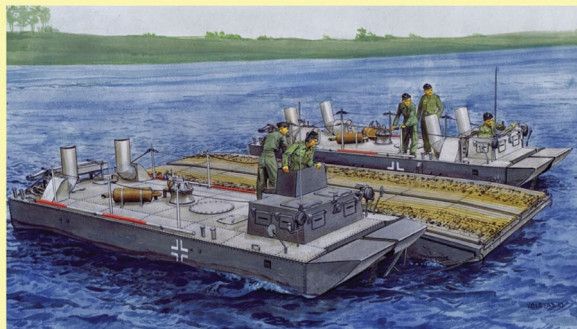
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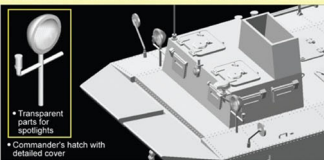
Smart Kit



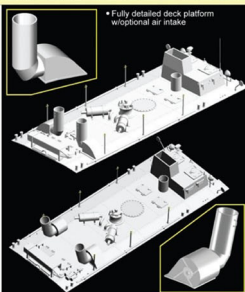
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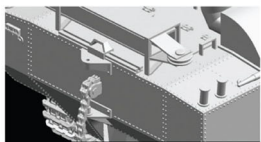
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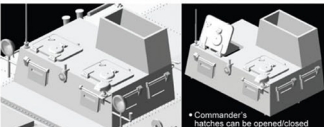
• Transparent parts for spotlights
• Commander's hatch with detailed cover



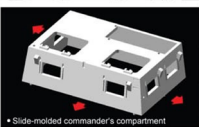
• Fully detailed deck platform wroptional air intake



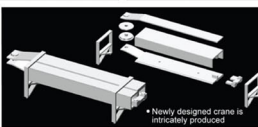
• New chain links on front and rear hull



• Commander's hatches can be opened/closed



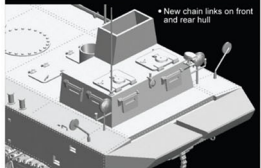
• Slide-molded command's compartment



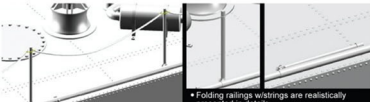
• Newly designed crane is intricately produced



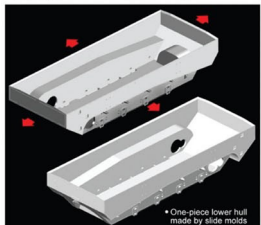
• Slide-molded air intake accurately presented



• Rivets on upper hull are detailed and realistic



• Folding sailings whirrings are realistically presented in details



• One-piece lower hull made by slide molds



• Deck hatches can be opened/closed



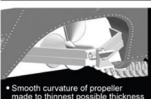
• Final-drive housing w/idlers on both sides
• Separate armored cover for final-drive housing
• Sprocket wheels w/breaking detail and multiple delicate parts



• Idler wheels w/correctly detailed parts



• Detailed assembly w/3D designed engine exhaust mufflers



• Smooth curvature of propeller made to thinnest possible thickness



• Realistic parting lines on rubber tires
• Road wheels and suspension exhibit extreme detail



• Magic Tracks w/accurate details

**1/48
MM**
MILITARY MINIATURE SERIES



GERMAN TIGER I
INITIAL PRODUCTION
(AFRICA-CORPS) Item 32529

GERMAN KING TIGER
PRODUCTION TURRET
Item 32538



GERMAN TIGER I EARLY PRODUCTION
Item 32504



NEW

GERMAN HEAVY TANK DESTROYER
JAGDTIGER EARLY PRODUCTION
Item 32569

1/48 Scale Military Miniature Series

IN THE COMPANY OF TIGERS

1/48 SCALE GERMAN HEAVY TANK DESTROYER JAGDTIGER EARLY PRODUCTION

Item 32569

Armed with a powerful 12.8cm main gun which could knock out any Allied tank at long range and well protected by thick armor, the Jagdtiger was one of the final trump cards used in the defense of Germany during latter stages of WWII. This formidable AFV has been meticulously reproduced for Tamiya's ever-expanding 1/48 Scale Military Miniature Series lineup. Distinctive features including the massive long-barreled main gun and imposing superstructure are all accentuated with realistic detail. Furthermore, the Tiger I that first shocked the Allies in North Africa and the refined late-war King Tiger are also available in this series, enabling modelers to display the Jagdtiger with its brethren and trace the Tiger family's lineage.

No.331, 3rd Company, 653rd Heavy Anti-Tank Battalion
Neustadt an der Weinstraße, Germany,
March 1945



Comes with torso figures to
depict commander and driver.

3 types of markings for 653rd
Heavy Anti-Tank Battalion
vehicles included.

Realistic cast metal surface
texture on gun mantlet.



Easy-to-assemble tracks.

Length: 219mm

Panzerjäger "Jagdtiger" (Sd.Kfz.186)
Frühe Produktion



TAMIYA, INC. 3-7 ONDWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN

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